

# Navy News

SEPTEMBER 1981 10p

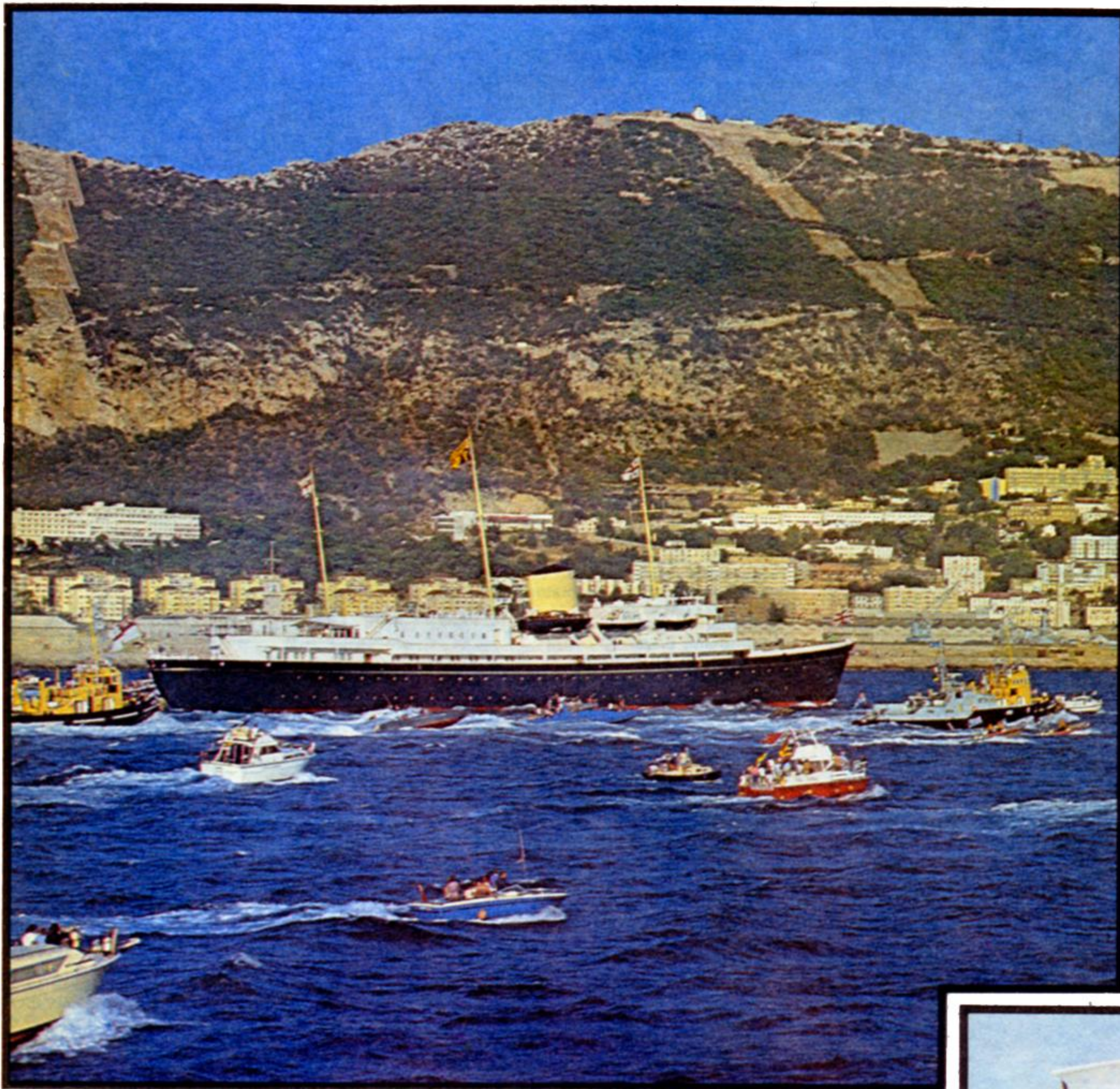
## Exeter honour — 40 years on

A new battle honour has been awarded to H.M.S. Exeter — nearly 40 years after the action in which it was won by the famous wartime cruiser of the name.

The honour "Sunda Strait 1942" has been granted by the Admiralty Board to mark the "exceptional case" of this battle, in which the River Plate veteran went to the bottom.

● Full story in Page 28.

# JUST FABULOUS!



Fabulous! That was how the Princess of Wales described the Royal honeymoon cruise on board H.M.Y. Britannia. Our picture shows the Royal Yacht leaving Gibraltar at the start of the cruise. As she passed close to the breakwaters she was escorted by more than 100 small craft.

But the Britannia soon shook off her pursuers and disappeared into the Mediterranean sunset to give the Royal couple many uninterrupted days of sailaway privacy.

### Mainbrace spliced

The Royal Navy had celebrated the marriage right royally — from taking part in the wedding pageantry to the traditional "Splice the mainbrace."

After a brief stay at Broadlands, Hampshire home of the late Lord Mountbatten, the Prince and Princess of Wales flew to Gibraltar and drove through packed streets to join the Britannia in the naval base, where Service families were among the big crowds.

### Australia bound

After passing through the Mediterranean and the Suez Canal, and following the departure of the Prince and Princess, the Britannia was heading for Australia and New Zealand for the visits of the Queen.

As far as "Splicing the mainbrace" was concerned, the Navy had been guessing a little in advance and most were prepared for its celebration — for the first time since the Silver Jubilee Fleet Review of 1977.

### Culdrose tot

But it apparently provided puzzlement for some... FCPO Ted Goodwill (below) — 37 years-plus in the Navy — knew something was amiss as he sipped from his glass while JNAM Guy Smith (who joined in May this year) inhaled the aroma of Ted's rum. So they decided (or Ted did anyway) they would swap back.

It was all part of the Tot celebration at R.N. air station Culdrose. For other "Splice the mainbrace" and Royal pictures see pages 8 and 9.

Picture: LA(Phot) Danny du Feu

## Bristol leads Navy safari

Royal Navy ships are taking part in the major NATO exercise Ocean Safari '81 being held in the English Channel, Bay of Biscay and Eastern Atlantic in the first part of September.

In all, more than 19,000 men, together with 83 ships and 280 aircraft, from nine countries will be involved.

Vice-Admiral John Cox (Flag Officer Third Flotilla and Commander Anti-Submarine Group 2) will fly his flag in H.M.S. Bristol, and other British ships taking part will include H.M.S. ships Invisible, Sheffield, Battleaxe, Alacrity and Danae, together with R.F.A.s Fort Grange and Tidepool.

Taking part, too, will be STANAVFORLANT (including H.M.S. Coventry and R.F.A. Green Rover) and STANAVFORCHAN (including H.M.S. Hubberston). Several U.K. submarines will also participate, as will 17 MCMs, including some based with the R.N.R.

Immediately before Ocean Safari, Royal Navy ships will take part in two other exercises — Magic Sword North (in the Norwegian Sea) and Magic Sword South (North Sea).



Picture: LA(Phot) Paul Gibson

PICK OF THE NAVY'S PICTURES — CENTRE PAGES



## Big reception for little Kingfisher

Big attraction of the Terneuzense Harbour Festival in Holland was H.M.S. Kingfisher (right) which, although only about 120ft. long and having a ship's company of 23, played host to nearly 3,000 visitors over two days.

Dates of the festival at the port had been changed by the local council when it was learned that the patrol craft was to visit, and the event was organized around the ship.

Earlier the Kingfisher had renewed wartime links with the town of Redditch, where nine members of the ship's company attended the opening of the Kingfisher Shopping Centre.

The original link was made in 1942 when the town hit its cash target during Warship Week and adopted the wartime corvette Kingfisher.

The new shopping centre stands on the site of a temperance hall, named the Kingfisher Hall after

the wartime ship. A model of the 1942 Kingfisher was unveiled by the Mayor of Redditch, Mrs. Pat Wilson, who served in the WRNS.

Four R.M. bandsmen from H.M.S. Heron played a fanfare for the unveiling of the model.



## Lewiston in R.N.R.

At a ceremony on the Thames at Tower Pier, the coastal minesweeper H.M.S. Lewiston was commissioned into the Royal Naval Reserve.

Built in 1959, the Lewiston has seen long service with the Royal Navy. Now she is being taken over by the R.N.R., and will be used for sea training by London Division.

The day after commissioning she went to sea, commanded by Lieut.-Cdr. Peter Albertini, a solicitor.

# Southampton takes to the airwaves

Britain's newest destroyer, H.M.S. Southampton, is becoming a radio star — thanks to the attentions of B.B.C. Radio Solent. The local station has adopted the ship and, at Portsmouth Navy Days, was planning to broadcast her name throughout the area.

On August 29 — the first day of the event — a Radio Solent team was due to present the "Saturday Scene" programme from the destroyer, interviewing members of the ship's company and visitors between 10 a.m. and noon.

On the following Monday Bank Holiday more interviews were being planned on board for a special lunchtime programme, "The Fleet's In."

### 'GOLDEN RIVET'

But Solent is not restricting links with the ship to air-time: the broadcasters accepted a ward-room challenge to a pulling race

on the River Itchen, starting from the site where the first Southampton was built in 1693 and finishing alongside the Woolston berth where the present ship was fitting out.

Three crews took part in boats provided by Southampton Sea Cadets, with Radio Solent providing one team of men and one of women.

The Southampton's boat won by several lengths, the "Golden Rivet" trophy being presented by Mr. Mike Suters of Vosper Thornycroft, builders of the ship which was handed over to the Navy on August 17.

● Right: Competing teams in the H.M.S. Southampton v. Radio Solent pulling race muster at the ship's Woolston berth. Alongside the Southampton (D90) is H.M.S. Nottingham, under construction by Vosper Thornycroft.

Picture: PO(Phot) Radar Thompson.

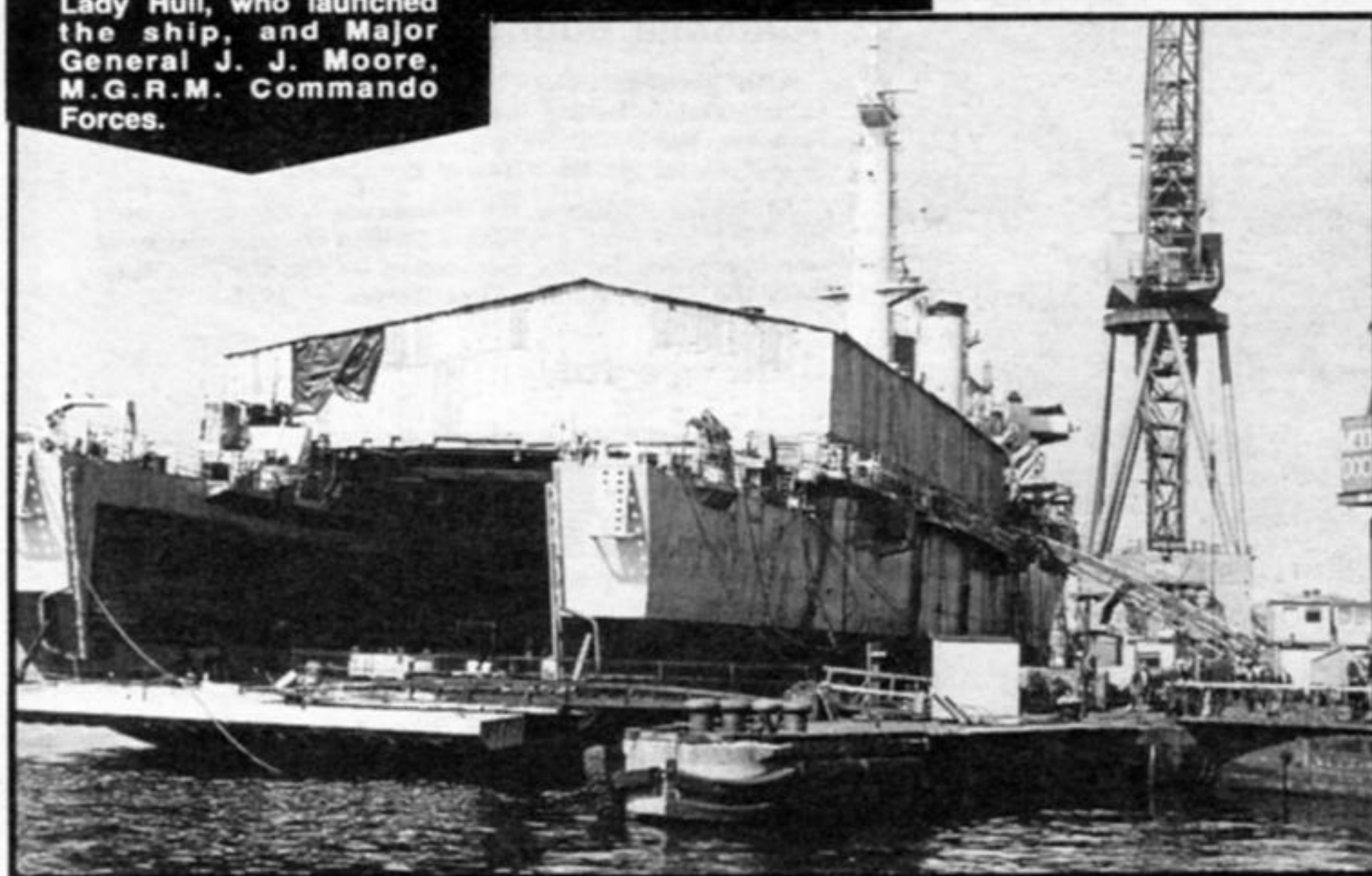


## Fearless sheds her dignity

H.M.S. Fearless has been looking distinctly inelegant during her refit at South Shields. The ship went "undercover" as a shed was built over the flight deck to protect work going on below.

The refit has gone well and a rededication ceremony is planned at South Shields on September 27. Guests of honour will be Lady Hull, who launched the ship, and Major General J. J. Moore, M.G.R.M. Commando Forces.

The ship leaves for trials on the following day, and is expected to sail south on October 28 for work up and amphibious training. The Fearless is to relieve H.M.S. Intrepid.



## SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

RS L. G. Smith, "A" Watch, Commoen, Fort Southwick, Portsmouth, drafted H.M.S. Excellent (Leadership School), Oct. Will swap for any ship / comms billet, preferably Portsmouth but anything considered.

WEMN3 T. J. Charnock (CEW), 8 Downside, Bridgeman, Gosport, Hants, drafted H.M.S. Brazen Feb., building Yarrow, Glasgow, commissioning late 1982, then Plymouth. Will swap for any Portsmouth ship. Contact Fareham 23363 or H.M.S. Collingwood, ext 435.

SEA(R) Johnson, 3M Mess, H.M.S. Torquay. Will swap for any ship deploying, or for Nav. Yeo draft.

AB(M) G. Kemp, Grenville Block, H.M.S. Pembroke. Will swap for H.M.S. Cochrane, or any Rosyth refit ship.

RO2(T) Field, T Section, H.M.S. Mercury, Petersfield, Hants, drafted H.M.S. Bristol, late Sept./Oct., refitting Portsmouth. Will swap for anything, preferably smaller ship.

SA Coggin, Naval Stores R.N. air station, Portland, dockyard ext 2098, drafted H.M.S. Charybdis, Dec., refitting Plymouth, in area until 1983. Will swap for any ship, preferably small, deploying.

ALWEM(R) Nicholls, H.M.S. Inskip, nr. Preston, Lancashire. Will swap for any Plymouth area shore base, or Devonport ship refitting. Telephone Catford 690381.

WEM(R)1 Bamford, 6D Stbd Mess, H.M.S. Invincible, drafted H.M.S. Mercury, Oct. Will swap for Rosyth.

POAEM(W) Davey, PO's Mess, H.M.S. Heron, Yeovilton. Will swap for H.M.S. Seahawk, Cuddestone.

CRS P. J. Ellam, R.A.F. CDA Thatcham, nr. Newbury (ext 83), 12 months. Will swap for any London or northern area draft.

RO1(T) P. Hogan, drafted H.M.S. Minerva, Jan. Will swap for any seagoing ship due to deploy.

AB(S) Ellender, 11 Warburton Gardens, St Budeaux, Plymouth, drafted H.M.S. Guernsey, Rosyth, Nov. Will swap for any Devonport or Portsmouth ship.

CK Hall, H.M.S. Crichton. Will swap for any Devonport or Portsmouth ship going into refit or any ship not deploying.

POWEM(R) Hill, PO's Mess, H.M.S. Cochrane, drafted H.M.S. Antrim, Nov. Will swap for any ship or shore base, preferably ship deploying, telephone Pitreavie Systems 531 or 431.

LRO(T) Brown, 3E1 Mess, H.M.S. Intrepid. Will swap for Portsmouth/Plymouth ship not deploying, or Gibraltar.

CY Poole, Senior Rates Mess, H.M.S. Mercury, drafted H.M.S. Raleigh, Nov. Will swap for any London or Portsmouth shore base or ship in refit.

LWEM(O) Smith, H.M.S. Cambridge, Wembury, Plymouth, drafted H.M.S. Active, Nov. Will swap for any Devonport shore base or ship not deploying.

LWEM(R) Bonham-Lovett, H.M.S. Penelope, refitting Devonport, then Chatham based. Will swap for any Portsmouth ship or shore base.

MEM(M)1 Taylor (AMC Scale A), Main Gate, H.M.S. Sultan, drafted H.M.S. London, Dec. Will swap for any draft H.M.S. Sultan.

RO1 (CT) Fox, Commoen, Whitehall, "B" Watch, drafted H.M.S. Abdiel, Rosyth, Nov. Will swap for Portsmouth destroyer or frigate.

LRO(G) Wray, "A" Watch, Commoen, Whitehall, drafted H.M.S. Bickington, Feb. Rosyth. Will swap for any Portsmouth/Plymouth ship. Telephone: 0203-302421.

AB(S) J. Ball, Junior Rates Mess, H.M.S. Bulldog, Portsmouth home waters. Will swap for Plymouth ship, preferably Leander class.

AB(S) J. Dodd, drafted DNUWE Portland, Oct. Will swap for any Portsmouth shore base or ship in refit, or Gosport base. Replies to 1 Dock Mill Cottages, Napier Road, Southsea, Hants.

MEM(M)1 J. W. Haynes (Full AMC), H.M.S. Vernon PCG. Will swap for any seagoing ship.

ALMEM(M) A. Reeves, 3Q Mess, H.M.S. Antrim. Will swap for Portsmouth or Gosport shore base.

LSA Gladdis, Main Stores, H.M.S. Seahawk, nr. Helston, Cornwall, drafted 826 Squadron, Dec. Will swap for any Portsmouth or Devonport draft.

CMEM(L) P. J. Eustace, CPO's Mess, H.M.S. Active, drafted Commander-in-Chief Fleet NBCD team, Portsmouth, Oct. Will swap for Devonport shore base or ship starting long refit.

MEM(M)1 Watts, H.M.S. Norfolk, due to deploy, will swap for any ship in refit or shore base.

## ALACRITY GOES TO TOWN

After operational sea training at Portland, H.M.S. Alacrity arrived in London to join a week of celebrations to mark the Royal wedding.

Over 1,800 people toured the ship during the two days she was open to visitors in the Pool of London. This did not include tours arranged for peers, Members of Parliament and others, including members of

Battersea Royal Naval Association.

In keeping with the party spirit the ship's company organized one for 40 underprivileged children from three homes in the area. There was also a charity cocktail party in aid of the Royal National Lifeboat Institution and a trip down the Thames to Gravesend for 80 families and friends.

Cricket and rugby fixtures were arranged for the ship's teams, as were tours of the city sights, social functions and visits to a brewery and a distillery.

Highlight of a hectic week was the Royal wedding day, when the ship's company, showing great initiative, managed to get themselves well positioned to

witness the splendid procession.

H.M.S. Alacrity sailed for Plymouth at the end of the week — reportedly to recover from the celebrations!

## OBITUARY

A. S. Braidwood, WEM1(R), H.M.S. Birmingham, July 17.

S. Hallett, Captain, ASWE, July 19.

C. P. Coombe, CK, H.M.S. Norfolk, July 19.

C. D. Brown, Midshipman, July 28.

C. R. Gillespie, AB(R), H.M.S. Cleopatra, Aug. 1.

D. R. Podger, LMA, H.M.S. Drake, Aug. 5.

M. Davies, LWEM(R), H.M.S. Mercury, Aug. 11.

H. L. Oakman, POMEM(M), H.M.S. Dolphin, Aug. 14.

D. J. Leech, Portsmouth, Ex-POCK, H.M.S. Safari, Aug. 65.

Fayers (Fairy) Lafayette, Ex-POSIG, Aug. 61.

G. H. Edwards, Ex-CPOWTR, Served both World Wars. Aged 81.

PO Milligan, in road accident. Served 15 years until this year, including H.M. ships Tartar and Ashanti. Aged 32.

M. E. Sharp, Nottingham SOCA, Ex-POSTWD, including H.M. submarine Tactum. Aged 48.

## Anglesey case

The 37-year-old skipper of a Spanish vessel was fined a total of £15,000, with £490 costs, by Plymouth magistrates in August for fishing offences. The court heard that H.M.S. Anglesey and an R.A.F. Nimrod aircraft were involved in apprehension of the fishing vessel.



# Double exposure for Julie

After more than 20 years of rarely showing an ankle, Julie Andrews has bared one or two of the more distinctive items of her anatomy in her latest film "S.O.B.", released to the Fleet this month.

Some may be shocked that a woman whose stardom was built on such roles as nun and child-minder should reveal so much skin; others may think that she's left it a little late for that sort of thing, anyway.

But whatever the opinions, that exposure has become one of the most publicised in recent years — and it can't be bad for "S.O.B." Which is ironic, because the plot of this satire

involves the insertion of erotic scenes in an attempt to ginger-up a film headed for failure.

Central character is a producer who, after a run of successes makes a bummer, as they say in the Antipodes. His wife, the star, leaves him and he makes several suicide attempts.

Director of "S.O.B." is Blake Edwards, Julie Andrews's husband who, though successful, is no stranger to failure, either.

Back in the Sixties Julie, fresh from her box-office record breaker "The Sound of Music" and the Walt Disney winner "Mary Poppins" was at the peak of her cinema career.

Then Blake Edwards cast her in the role of matinee idol Gertrude Lawrence in "Star". The film shone with talent, glittered with expense — and shot to

earth like a burned-out meteor. "Star" was one of the biggest screen flops of its time and Julie, who went on to make a number of moderately successful films, never reached the dizzy heights again — at least not on the big screen.

## FILMS FOR THE FLEET

Her stardom is secure, however, for her roles as Maria the nun and Mary the flying baby-sitter endure in the hearts of millions of children and old age pensioners. Added to that she's gone down big on American television — and that's money.

Her most recent roles have been far removed from that wholesome Doris Day syndrome. (Of that lady Groucho Marx once said: "I knew her before she became a virgin."). By the time "10" was made Julie had shed every vestige of Mary Poppins; in "S.O.B." her bra went, too. She has indeed come a long way from the convent.

The full list of titles released this month by the Royal Naval Film Corporation is:

**Herbie Goes Bananas (U)** — Joaquin Garay III, Charles Martin Smith, Stephen Burns. Ten years after first appearing in "The Love Bug," the Volkswagen with a mind of its own takes to the road again, this time to South America. The wayward Beetle's capers culminate in him entering the Brazilian

Grand Prix at Rio. Walt Disney. No. 810.

**The Great Muppet Caper (U)** — Diana Rigg and assorted Muppets. More mythical low-life from Kermit and Co. Somehow everyone manages to spot an oppo amongst them. ITC. No. 811.

**S.O.B. (AA)** — Julie Andrews, William Holden. ITC. No. 812.

**Charlie Chan and the Curse of the Dragon Queen (A)** — Peter Ustinov, Angie Dickinson. This production ran into some ethnic criticism in the U.S. because, it was deemed, detective Charlie Chan should be played by a Chinaman, not by an Englishman with false eyelids. What they overlooked was the fact that Ustinov can be more Chinese than any Chinaman. United Artists. No. 813.



## SUBS LIKE IT HOT!

The heat was certainly on in the *Smoke* when H.M.S. *Onslaught* arrived in the Pool of London ... Sexy dancers *Hot Gossip* visited the Gosport-based submarine and agreed to become the boat's mascots. The girls — and lads — took time off from rehearsals to visit the *Onslaught* during her five-day courtesy call on the City.

Picture: Robin Barrett.

## Otus's Danish triumph

An overwhelming welcome awaited H.M.S. *Otus* when she entered Copenhagen, a city rarely visited by British submarines.

During her five-day stay in the Danish capital more than 2,000 visitors turned up to take a closer look at the Patrol-class vessel and to give to her crew members what one officer described as a "phenomenal" welcome.

The stop-over coincided with Copenhagen's Harbour Festival, in which the *Otus* men took part with gusto. The celebrations included a tug-of-war on the jetty and international sporting events between ships.

### TIVOLI GARDENS

A cocktail party was held in the boat for Danish dignitaries, and the R.N. liaison officer in the city hosted a barbecue at his residence. There were many good runs ashore, including trips to the famous Tivoli Gardens and to the Carlsberg Brewery.

H.M.S. *Otus*'s Danish break followed months of exercises off Scotland, Portland and Gibraltar, and preceded a families day on August 14, when the submarine took 30 guests on a sunny, day-long cruise in the English Channel.

More exercises await the *Otus* in October.

## Record release by Nicky

Former Royal Navy light-middleweight boxing champion AB Nicky Croombes, who left the Navy two years ago to make a career in pop music, is to have a single released in the autumn. Nicky recently rejoined the Navy and is now serving in H.M.S.

Vernon, Portsmouth.

He is the singer on a new single entitled "Do Eyes Ever Meet?", released by Tubeway Patrol. The band used to be Gary Numan's Tubeway Army. Following the release of the record, Nicky and Tubeway Patrol are making a

short tour in the London area.

During his two years "outside," Nicky worked as a singer with a number of show bands and did session work, including an engagement with Kate Bush.

Picture: H.M.S. Vernon Photographic Section.





# Waiting for all to be unveiled

This month is the turn of the Fleet Air Arm to give voice in Drafty's Corner, although possibly in a rather muted voice. At the time of writing the Secretary of State's announcement in Parliament on the outcome of his examination of the Defence programme has only recently occurred.

Obviously Drafty, like everyone else in the Navy, is awaiting the final outcome following the publication of the White Paper and will then have to study the overall manpower implications of the decisions taken.

It would be rash to speculate precisely at this stage on how the cuts will affect the Naval Air Command, although by the time this article is read, all, like Salome in her Dance of the Seven Veils, may have been revealed!

So we will not be making any predictions for the future but will take this opportunity of updating you on one or two points that have been occupying our minds during the last few months. Where better to start than a progress report on the introduction of Engineering Branch Development into the FAA — one year old this month.

## First anniversary

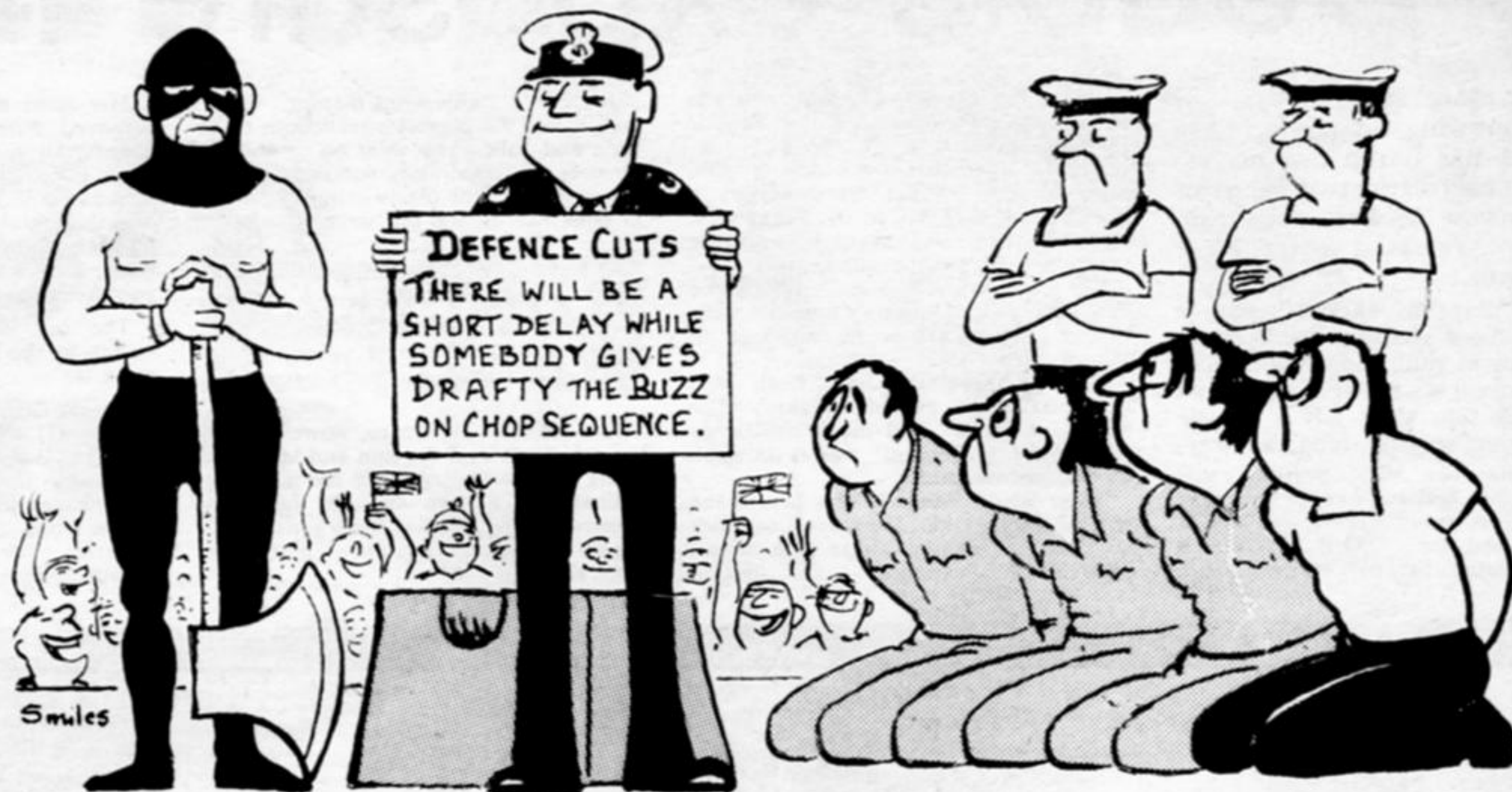
The amalgamation of the W and L trades continues as planned, although the shortage of Artificers and Mechanicians has restricted the num-

bers undergoing conversion training.

The first "WLs" join 814 Squadron this month and the aim is that the Squadron should convert to WL servicing in April 1983, to be followed by other Sea King Squadrons. The process will continue through the other units and it is planned to complete with the conversion of the Sea Harrier Squadrons in 1988.

It will be appreciated that as the units change to the new schedules the opportunities for the employment of unconverted W and L ratings will reduce. For the Front Line this will mean that no unconverted leading rates and above will be drafted to the following squadrons from the dates given:

- 800 from April 1986.
- 801 from August 1986.
- 814 from September 1981.
- 819 from January 1983.
- 820 from January 1982.
- Wasp and Lynx flights between 1984 and April 1985.
- 824 from August 1982.
- 826 from April 1982.
- 845 from January 1983.
- 846 from April 1983.
- Wessex 5 flights from April 1983.



## DRAFTY'S CORNER

### Around the flights

Since the last Fleet Air Arm contribution to Drafty's Corner, the build up of Lynx and run down of Wasp flights has continued, so much so that we now have more Lynx aircraft than Wasps (25 flights against 20) in Front Line service. Few problems are encountered in Fleet Air Arm Drafting Office with the flights because we have an Emergency Flight Pool (EFP).

For newcomers to the world of flights the basic rules for the EFP are that, if drafted to it, you are at 72 hours notice for sea, but your Front

Line Service commences on the date of joining, so that you would eventually serve less than the normal period in a flight. A maximum of eight months can be spent in the pool but generally you would serve less than this. A message for SMRs — if you ever have need to send a "REQLEF," do remember that your signal should be sent to FOF3 for action, not CINCFLEET.

Finally, the new Ships' Flights Coordinator, CAEM(M) Wilde, (Fleet Chief as from September 30) has now joined Fleet Air Arm Drafting as relief for AEA(L)1 Arthur, who is leaving the Service.

section conversation piece. His anonymity will be guaranteed for this article but no promises are being made for the next one!

It must surely be realised that a ten-year-old DPC is of little use in trying to place a man in his first preference. From experience we find that even the information on a three-year-old one is frequently wrong as circumstances and preferences are bound to change over the years.

We can also take the opportunity here to destroy a misconception over the use of the Drafting Preference Card.

The DPC establishes with Drafty your preferences and personal circumstances, and these are taken into account when you are considered for a draft "In Normal Turn." In Normal Turn means when Drafty needs to move you for a reason — e.g. going to sea service, completing a qualifying course etc. (See Paragraph 2 of the instruction on the front of the DPC).

You should complete a Form C240 if you wish, to be considered for a draft for a reason of your own, eg. a move from one air station to another or to volunteer for a specific unit.

### So out of date

Heard from Drafty recently? Maybe not — but more than 350 FAA ratings will recently have had a personal note from their Drafting Commander pointing out that their Drafting Preference Card is way out of date and advising them to send a new one.

The record for antiquity is held by a certain gentleman at Yeovilton (Portland a close second), whose June 1971 DPC has become the

### Footnote

You will all appreciate that following the Secretary of State's recent announcement, ships' programmes will be liable to change at short notice. The downstream effects on drafting will be various but be prepared for a period over which drafting notice may be rather short.

## Oh! Baby! What a scramble

Evacuation of a pregnant woman from the Scilly Isles was just one of 15 Search and Rescue scrambles answered by helicopters from the R.N. air station Culdrose in July.

The mother-to-be, Mrs. Susan Bristow of Tresco, was airlifted complete with midwife and incubator to Treliske Hospital mater-

nity wing. There she gave birth to a 3½lb. baby boy.

Seven of the rescues were of people who had got into difficulties on the cliffs and in the waters around the Cornish coast.

On a lighter note, the commanding officer of the air station, Capt. Roger Dimmock, took part in a charity cricket match between a Celebrity XI and a Press XI at Helston cricket ground.

Under his team captain, former England and Middlesex pace bowler John Price, Capt. Dimmock kept wicket for the Celebrities, who won at 217 for six. Unfortunately Capt. Dimmock did not bat.

### Well satisfied customer!

The Navy News Pen Pals column continues to receive scores of requests for naval correspondents. Quite often people write expressing thanks for the service the column provides. Sometimes their letters raise a smile. Try this one (just as it came from a young lady):

"— (21), 5ft. 5in., sandy hair, blue eyes, fair complexion. Single with five-month-old baby. It was such a success before that I would like to try again."

Now see why we didn't give her name, lads?

### Ultra-bright experience

Lieut. Don Thorpe, barrackmaster in H.M.S. Osprey, got that certain tingling sensation while cleaning his teeth — when his cabin was struck by lightning! Lieut. Thorpe was unhurt, but it took a while to find his toothbrush.

## SHOW TIME IN VERNON

Parachutists, bands and daredevil motor-cycle displays are among events which will thrill audiences at this year's H.M.S. Vernon Searchlight Tattoo.

The display of Service talent will be held at the Portsmouth establishment each evening from September 16 to 19, starting at 7 p.m. and ending at 9.30. Taking part will be:

- The White Helmets, the motor-cycle display team of the Royal Corps of Signals.
- The Red Caps — the Royal Military Police team who combine motor-cycles and horses in a demonstration of precision and daring.
- The Royal Naval Display Team.
- R.A.F. Police Dogs display (on the Wednesday and Thursday only).
- Royal Marines Band of the Commander-in-Chief Naval Home Command.
- The Pipes and Drums of the 7th Duke of Edinburgh's Own Gurkha Rifles.
- Royal Marines Freefall Parachute Team.
- The Massed regimental bands of the Prince of Wales Division.

Gates are open at 6 p.m. and admission charges are £2 on Wednesday and Thursday and £2.50 on Friday and Saturday (children and old age pensioners 80p).

Tickets are available at the main gate, H.M.S. Vernon, or in advance by writing to The Tattoo Office, H.M.S. Vernon, Portsmouth, Hants., PO1 3ER, enclosing a cheque payable to the Ship's Fund, H.M.S. Vernon, and a stamped addressed envelope.

A Fine Pewter Model of  
**H.M.S. INVINCIBLE**

To celebrate the return to fixed wing operational flying by the Fleet Air Arm 'C' SCALE is proud to present this fine pewter model of H.M.S. INVINCIBLE.

Cast in antique finished pewter, this high quality, limited edition model is complete with ship's crest and nameplate, set in a seascape and mounted on a polished dark mahogany base for a most pleasing effect.

Produced with the permission of The Ministry of Defence and individually numbered we are sure you will be delighted with this handsome tribute to British Shipbuilding.

Actual length of ship: 61' Overall length on base: 9' Price £25.50 inc. VAT & P & P. Please allow 28 days for delivery in U.K. Available from: 'C' Scale, 43 Beaconsfield Drive, Worcester.

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## SHIPS OF THE ROYAL NAVY

No. 310

## HERMES—THE BIG STAR



Britain's biggest warship, H.M.S. Hermes, was taking a starring role at Portsmouth Navy Days, little more than three months after a £30m. refit wrought a dramatic change in her.

For the first time the public was to view at close quarters the unique, 12-degrees "ski-jump" fitted to the bows to aid in launching the ship's Sea Harrier strike aircraft.

This summer, one of the last in her shortened career, the carrier embarked her first squadron of fixed-wing aircraft since 1970, when she lost her Buccaneers and entered refit for

a new role as a commando carrier.

No one pretends that the Hermes's new "nose" is her most becoming feature; but in practical terms it is a very attractive asset as its launching boost permits her Sea Harriers to carry a much greater payload than would be possible otherwise.

The addition of the ramp is the most obvious of the changes which have enhanced the ship's role as an anti-submarine carrier in the time remaining to her. Other alterations, less obtrusive but just as important, have equipped her with the most up-to-date command, control and communications facilities.

These enable her to assume the duties of anti-submarine warfare control ship for a major NATO commander at sea, as well as to operate as a commando carrier.

In the latter, secondary role she would disembark her Sea Harriers and reduce her ASW capability to embark a mixed squadron of Sea King and Wessex 5 helicopters plus a Commando group of about 800 men with their equipment.

This amphibious force could be landed at very short notice by sea or air anywhere in the NATO area.

Since refit H.M.S. Hermes has been undertaking trials and operating her aircraft in the Channel areas, a programme which was continuing in the Western Atlantic following Navy Days at the end of August.

The Hermes was launched by Lady Churchill at Barrow-in-Furness in 1953 and commissioned in 1959. Until 1970 she carried out peace-keeping operations all over the world, notably during the Indonesian confrontation and the withdrawal from Aden.

In 1973 she recommissioned as a helicopter commando carrier, re-equipped with a computer-assisted operations room and was fitted with surface-to-air missiles.

Her commanding officer is Capt. Lyn Middleton.



H.M.S. Hermes conducting trials after her "nose job" refit. Sea Harriers, Sea Kings and a Wessex helicopter can be seen on her flight deck, drastically remodelled for and to provide the 22-year-old carrier with a "ski-jump" take-off ramp.

## FACTS AND FIGURES

Displacement: 28,500 tons. Overall length: 750ft. Beam at waterline: 90ft. Beam at flight deck: 155ft. Draught: 27ft. Propulsion: Parsons geared turbines driving two shafts and producing 76,000 s.h.p. Speed: 28 knots. Complement: 1,800 including aircrew and trainees.

Ninth ship of the name, and the first Royal Navy ship to be designed as an aircraft carrier from the outset.



Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 12p each (minimum order 60p) inc. postage and packing (£1.20 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication of 12 issues can be arranged on receipt of postal order or cheque for £3. Albums to hold 64 Navy News postcards are £3.20 each (including postage).



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### Three Nelsons □ for hire

With reference to the letter (July edition) from Cdr. Wilson, asking for information about past Nelsons, there have been two R.N. Nelsons.

The armoured frigate he mentions 1881-1910 was finally broken up in Holland, and the battleship 1925-49 everyone knows about.

But there were three hired vessels named Nelson which served in the R.N. as follows:

Two were cutters and one was a drifter (the one in which Crisp won his Victoria Cross). One of the cutters of 12 tons was hired 1799-1806 and returned to civilian use. The other cutter of 10 tons, hired July 1804, was returned in May 1805.

Crisp's drifter was 71 tons, built 1906, and carried one 3-pounder gun. She was hired 1915-1919. — N. W. Gerhard, Birmingham.

### Gulf Patrol □ medal?

Reading in Navy News (June edition) of the 14 days to qualify for a Rhodesia Medal, don't you think that a medal should be awarded to the lads who have been on the Gulf Patrol? After all, they are in a war zone.

Two ships come to mind: H.M.S. Apollo and H.M.S. Ardent — 116 days at sea and 35,000 miles. — John Boyle, Stockton-on-Tees, Cleveland.

### Menestheus's □ fine pint

I was serving as an A.B. in H.M.S. Tyne at Yokohama in 1946 when the old floating brewery ship the Menestheus sailed in. My shipmates and I, plus the crews of the destroyers alongside, had one whale of a time. I have never tasted a better brew since then. — G. C. Austin, Hayes, Middlesex.



### The ninth □ Boxer

With reference to your excellent article on the launching of H.M.S. Boxer (July edition) may I point out that she is not the eighth ship to bear this name, but the ninth.

The eighth was "L.S.T. 12-12-42, fighter direction ship 1944, radar training ship 1947, sold 1-12-58 to Ward, Barrow, to be broken up." This vessel was the only ship in the Royal Navy at that time to have four masts. — N. W. Gerhard, Birmingham.

### Who was □ JX1?

As I was looking through a list of local ex-sailors of the Second World War I noticed a great difference in the official numbers.

This had me wondering when did the Royal Navy first use official numbers for able seamen. And who was JX1? — W. F. Larham, Chatteris, Cambs.

## LETTERS TO THE EDITOR

# 'Ludicrous' reason for promotion

I read with interest the comments in Drafty's Corner (June issue) regarding the reasons why 1st class technicians (L) do not seek promotion to CMEA(L)/CMEMN(L). The comments apply equally, I think, to all technical branches.

The writer stated quite clearly the reasons why 1st class technicians do not progress to chief technician. A small increase in pay for more responsibility, with sea/shore ratio the same, are quite valid reasons for not seeking promotion.

Within the rating structure in the R.N. it can be argued that a man has reached "the top of the ladder," as far as pay and pensions are concerned, once he is a chief petty officer (1st class technician). That is if he does not wish to become a fleet chief.

It is ludicrous to suggest that the reason for sitting the Fleet Board are the job prospects outside the Navy.

It is surely the Navy's prime responsibility to ensure that the advantages gained through promotion lie within the Service. Only then will the Navy attract more people into becoming chief technicians — R. Tappley (CMEMN(P), H.M.S. Malabar.

● "Glad you accept we got part of it right!" was Drafty's first

reaction to this one. "Yes, there is unfortunately little monetary reward, although we understand that considerable thought has been put into trying to improve that situation.

● "The problem is that the solution must be found within an extremely complicated pay structure which involves both the single-Service difficulty of not overstepping warrant and commissioned officers' pay, and also the tri-Service intricacy of matching ranks, rates and jobs."

● Continues the Drafty reply: "You thought we were wrong to believe that an employer would prefer a chief artificer / mechanic to a 1st class." But perhaps the correspondent underrated the intelligence of those running firms outside. "Perhaps you meant that people should not pass Fleet Boards with any idea of improving their future job prospects. You are entitled to your opinion."

● "Finally, you did not mention the pride of being recognisably better than the rest. That is promotion."

### Getting a kick out of Mick!

Southampton and England striker Mick Channon attempts to put the ball past a team from H.M.S. Swiftsure during their visit to the Saints. The visit was a reward to the Swiftsure lads for their success in the United Services League Division II competition.

The team is (left to right): LS(S) Bungy Williams, SA Jumper Collins, LMEM(M) Stephen Lee, LWEM (O) Stephen Hastings, WEM(O) Ian Massey, SEA (S) Allan Rendall, LS Simon Kirby, and WEM(O) Gary Craig.

Picture: LWren (Phot) Hardwick

### Seeing red on Exeter!

It was with interest that I read the article about H.M.S. Exeter (July issue) though my connections with the Second World War Exeter were slight. I was in fact a prisoner-of-war with one of her survivors in Camp 3, Fukuoka, Japan, and of course a great admirer, as a British merchant seaman, of her exploits off the River Plate.

However, the real purpose of this letter is to set the record straight concerning the statement that the coating of the new H.M.S. Exeter in SPC is manufactured only in blue and green.

The makers have produced for Cunard the colour "Cunard Red," which is applied to the boot-top areas of our vessels Queen Elizabeth 2 and Cunard Countess. — J. Copland-Mander (Office services manager), Cunard Line Ltd., Southampton.

### Rugs made □ to last

W. F. Selby's recollections messdeck rug-making (June issue) reminded me that my father served as a torpedoman from 1918 to 1946 and during that time rug-making was his hobby.

Two of these are 53 and years old, respectively, and still in use by my mother. — Evel Driscoll (nee Stedman) Chatham.

## Gallant party cleaned Brooke's island grave

Regarding your story (June issue) about "The Last Muster," and the consequent remarks about the poet Rupert Brooke, who was enlisted with others in the Naval Division of the First World War, I have a copy of a letter written to The Times in 1946 by Commander (E) R. Jeans, R.N.

The letter describes how, when serving in H.M.S. Gallant in 1937, the ship made a visit to the island of Skyros in the Aegean Sea, where by chance the

grave of Rupert Brooke was noticed. A party from the ship cleared the grass, scrubbed and whitened the grave stone, painted the boundary posts and neatly blacked the chain.

I wonder if any R.N. officers or men have been on Skyros since 1946 and put the grave right once more. — Cyril Roper (Ex-H.M.S. Whitehall 1941-44), Ashbourne, Derbyshire.

### Kitted-out □ carpets

Regarding the carpet-making in H.M.S. Repulse, the kits were probably the product of a firm in our locality, and still in the forefront of this trade.

I served in a minesweeper

during the war. Our carpet production department was based on old rope ends, unstranded, washed and dyed. I am sure some of these mats must still be in use, and anyone who served in H.M.S. Strive may confirm. — Harold Welburn (ex-P.O. wireman), Ossett, West Yorkshire.

### Backward □ writer

Regarding "Tally band boy — the Mairis way" (June issue) another facet of Chief T. Mairis's dexterity was his ability to write backwards at normal speed and style. — H. Garside, Darlington, Co. Durham.

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**LETTERS TO THE EDITOR, NAVY NEWS, BARHAM**





## Motor-cyclists' safety ...

# Job for the D.O.

A large percentage of the Royal Navy is now buying motor-cycles to commute daily and at week-ends to and from home. This mode of travel is fast, economical and exciting. However, it must be said that since 1969 some 10,000 ratings have received injury, and even death, on Britain's roads and motorways.

Even though there are motor-cycle clubs in naval shore establishments where training and basic knowledge in maintenance are given for the cost of a few pints, there is still an un-

acceptable volume of accidents and injury caused by inexperience and no basic knowledge of the machine.

Any rating with a bit of common sense can go to a motor-cycle dealer, purchase and ride a 100 m.p.h. bike with absolutely no previous knowledge or training of that particular machine. Divisional officers please take note, particularly those in shore estab-

lishments. Count how many young motor-cyclists have machines and then consider how many have not passed any kind of training scheme whatsoever — just count those "L" plates!

Divisional officers should be made responsible for their ratings' safety — even if it means dog-watch instruction. After all, it is their duty to ensure the safety of that man in his division whether it be in the

messdeck galley, football pitch — or road.

For those already throwing up their arms knowing the D.O.T. is already in the process of changing laws concerning engine capacity and speed restrictions, it is **FOURTEEN** months before this comes into force. Incidentally, I personally believe that this is of no use at all, but that is beside the point.

If the Royal Navy considers safety at sea important and goes to great lengths and expense to make it so, why not make it so ashore for that man to return safely from his week-end?

It may be said that I am personally a motor-cycle enthusiast, but what breaks me up is this: If the pilot crashes his motor-cycle, who flies the chopper? — LCK. BFPO Ships.

### Escape from Royal Oak

Each time I read about the Royal Oak, memories return to 1939 and a lucky escape. I, along with many more, was given a draft chit to H.M.S. Ramillies.

Arriving at Scapa Flow and

mustering aboard the Royal Oak, a number were detailed to remain in that ship while the remainder of us went to the Ramillies. I was in Gibraltar when we heard the news of the sinking of the Royal Oak. — N. Hadland, Leicester.

## The cost of 'irregular occupation'

Marriage break-up, as well as being emotionally harrowing, can also be extremely painful on the financial side, as was discovered by the petty officer who wrote to Navy News (August edition).

He had just lost out to the Ministry of Defence to the tune of over £1,000, because of his separated wife's occupation of a married quarter.

Although not knowing all the circumstances of this particular case, the Ministry of Defence is not without sympathy for people involved in this kind of situation.

The official reaction, in general terms, is this: During the three-month reconciliation period the ordinary married quarter rental is charged.

If, at the end of that period, no reconciliation between a couple has been effected, then letters are sent to both partners informing them that they should vacate their quarter on a certain date.

If the quarter is not vacated, the persons concerned become irregular occupants.

In the past the licensee has always been considered the irregular occupant and therefore liable for damages for trespass.

The naval authorities have always felt that this was less than fair if the licensee happened to be the innocent party. Accordingly DCI(RN) 303 / 80 was issued, which it was hoped would go some way in remedying the situation.

The DCI provided for cases where the serving spouse, after taking all reasonable steps to accommodate his wife elsewhere, would not necessarily be held liable for damages for trespass when these came to be proved in court.

It has always been the policy (continues the official reply) to proceed carefully in separation cases as children are often involved.

There is also an awareness of the scarcity of resources in the civilian and welfare fields, and it is MOD policy to proceed slowly in every case,

Headline from our August edition



taking into account any special circumstances of the family concerned.

Referring to the petty officer's grievance on being charged £34.40 a week for his wife's occupation of the quarter, the reaction is that the amount mentioned is certainly a sharp increase in the married quarter rental, "but quarters are provided solely for the use of entitled personnel, and while only one irregular occupant does not provide the Navy with a serious problem or add significantly to the waiting list for a quarter by entitled personnel, some 200 irregular occupants (the current total) will certainly do so."

Divorce is never a happy experience for all concerned but, it is pointed out, as in civilian life a husband must bear some responsibility in providing for his wife and children, whether it be a home or in maintenance.

The Ministry of Defence in no way wish to "exploit the situation" (as stated by the petty officer's letter). "All concerned, from married quarter officers to MOD officials, go out of their way to help the individual." — Editor.

## 'WINNIE'S SPECIALS' TRIBUTE

Sales of The Book of Thanks to the South African Women's Auxiliary Service have exceeded expectations with more than 550 copies sold, but there have been extensive printing delays. Distribution is not likely before the end of September.

The following readers of Navy News were first with book orders and have been allocated copies autographed by our four VIP sponsors: B. D. Watson, J. N. Thwaite, and L. Penwill.

Presentations are scheduled for October 31 at Durban, and November 2 to Miss Lucy Bean at SAWAS House, Cape Town. It is also planned to lay a wreath on the monument erected by the Royal Navy to the "Lady in White" on the pierhead at Durban, and to place some flowers on the grave of AB Just Nuisance at Simonstown.

About 15 beneficiaries of the "SAWAS Treatment" are flying to South Africa as "escort for the Colour" for these ceremonies.

This book has turned out to be the only historical record of the famous series of 47 WS convoys ("Winnie's Specials") which conveyed a million British and Commonwealth troops round the Cape in three years, and represents the largest oceanic movement of British forces ever undertaken.

If inquiries are received about additional copies of the book, there might be a few spares as we plan to print 600 (one-tenth of the total number of names). — E. A. S. Bailey (editor), Inversanda, Ardgour, by Fort William, PH33 7AD, Scotland.

Over to you  
— Page 32

### Thank you

#### □ H.M.S. Cardiff

One dark night in October last year the flag was removed from the Missions to Seamen at Cardiff. H.M.S. Cardiff was in port at the time and I approached her to see if any of the ship's company had seen the flag being removed.

The culprits were, in fact, from a Norwegian ship, but we received a most generous gift of £20 from the Cardiff. The Missions to Seamen are most grateful. — F. N. Jenkins, dock gate foreman, Queen Alexandra Dock, Cardiff.

### Mystery ship

#### □ Astovas

One ship's crest painted on the Selbourne dry dock wall in Simonstown remains a mystery. The crest, one of the most imposing on the wall, is that of H.M.S. Astovas, dated 1942. Can anyone recall a ship of that name? — John Whitehouse, Manchester.

● A letter asking the same question has also been received from T. O'Gara, of Coventry. — Editor.

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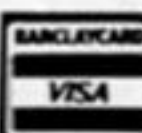
Remarkable in these days but the remaining stock of 12" x 6" ship profiles incorporating a two dimensional model of the ship and a cap ribbon are now available at £1.25 (P&P 50p). for H.M. SHIPS ARK ROYAL, MOHAWK, PLYMOUTH, ANTRIM, AVENGER AND JUPITER. Full set £6 (P&P £1.50). Full set bar ARK ROYAL £5 (P&P £1.50).

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One married couple salutes another ... When it was time to "Splice the mainbrace," the McCloskeys — LMEM(M) Patrick and LWren Kim — were lucky enough to be able to obey orders together.

The couple, married nearly two years, are serving at the Clyde Submarine base, Patrick with H.M. submarine Repulse and Kim in the Pay Office H.M.S. Neptune. But soon they are off south, Kim to H.M.S. Centurion and Patrick to H.M.S. Sultan.

# WEDDING

## Totting up happy days

Tot time may be no more — but there's always a chance that "Splice the mainbrace" will be ordered on occasions of national celebration. And the marriage of Cdr. the Prince of Wales and Lady Diana Spencer was certainly that.

So the order went out and the mainbrace was duly spliced, ashore and afloat, the day after the Royal wedding in St. Paul's.

The entitlement — for those over 18 — was the equivalent of three measures of commercial spirit, some choosing it in a drink other than the traditional rum. And there was plenty of advice around, like "Don't take it on an empty stomach!"

### 'Limers'

For the under-18s, many celebrated with a special issue of "Limers" — pusser's lime juice.

At R.A.F. Cosford the mainbrace was spliced in distinguished company by the small R.N. detachment at the Joint School of Photography. Visiting was the Chief of the Defence Staff (Admiral of the Fleet Sir Terence Lewin) and, as the R.A.F. had no mainbrace

to splice, the time-honoured custom of "sippers" was observed.

## Gib. goes wild

Families of Service personnel assembled in Gibraltar naval base helped to provide a tremendous ovation for the Royal couple after their one-and-a-half mile drive through the colony to join H.M.Y. Britannia for the honeymoon cruise in the Mediterranean.

Following official greetings on arrival at Gib. in an Andover of the Queen's Flight, the Prince and Princess drove in an open-topped Triumph Stag via a Main Street packed to capacity with cheering crowds and festooned with flags and bunting.

### KLAXONS

The Britannia was berthed opposite the Tower in the naval base, where the Flag Officer Gibraltar (Rear-Admiral D. J. Mackenzie) met the Royal couple on arrival.

Then, to the sound of blaring klaxons and tremendous cheering, the Britannia slipped from her berth and proceeded up harbour, accompanied by a myriad of small craft, barges and Fleet tenders. The Prince and Princess viewed proceedings from the upper deck of the Britannia, to the delight of the onlookers.

After sailing out of the North Entrance, the Royal Yacht turned towards the airport before steaming past the South Mole, which had been opened to the public and was filled with waving, cheering people.



Round-the-world yachtswoman Clare Francis visited H.M. submarine Onyx at Gosport — just in time to Splice the mainbrace for the Royal wedding. Miss Francis, who is researching a new book on submarines, drank the health of the happy couple with (from the left) the first lieutenant (Lieut Paul Keane), CPO Coxswain Jim Mulherine, MEM Graham Hayward and CK Ian Letts.

Picture: LWren (Phot) D. Danenbergsons



When "Splice the mainbrace" was the order, one place where they happily obliged in style was on board the frigate H.M.S. Ambuscade at Devonport.

Picture: PO (Phot) Mick Cunningham

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## NAVY'S TIERS OF JOY

The magnificent Royal wedding cake, made at Chatham by the Royal Navy, maintained many secrets throughout its long weeks of planning and preparation. Then the five-foot, 255 lb. beauty was delivered to Buckingham Palace the day before the St. Paul's ceremony.

Hexagonal, with soft white icing, each of the five tiers had plaques — with Royal associations — in pastel shades. The bottom tier (with a diameter of 28in. and an all-round measurement of 72in.) showed St. Paul's Cathedral, Buckingham Palace and the Royal couple's new home, Highgrove House. The second tier had the Fleur de Lis, Prince Charles's coat of arms and the family crest of the bride.

On the third tier were crests of H.M.S. Bronington, H.M.S. Norfolk, H.M.S. Minerva, Nos 707 and 845 Naval Air Squadrons and the Red Dragon of Wales. The fourth tier incorporated the White Ensign, the Royal Navy Crown and the cap badge of Royal Navy officers.

Top tier of the cake, on which stood cascading white roses, lilies of the valley, white orchids and fuchsias, carried the initials "C" and "D" in old script, with grapes symbolising prosperity and doves for peace and happiness.

An offer by H.M.S. Pembroke, which accommodates the training schools of the Royal Navy's Supply and Secretariat branches, to make the official Royal wedding cake was accepted shortly after the



# ALBUM

How the Navy celebrated... These events surrounding the Royal wedding were captured on film for Navy News.



The Royal couple wave and smile to the big crowds assembled to greet them at H.M.Y. Britannia's berth at Gibraltar. With them is Rear-Admiral D.J. Mackenzie, the Flag Officer Gibraltar.

Picture: LA(Phot) Danny du Feu

## The fine blue line

Several hundred Navy officers and ratings were on duty in London on the great wedding day, including some at St. Paul's itself and others along the Royal route.

Lieut. A. J. Cameron and 40 ratings from H.M.S. Southampton were in the tri-Service guard of honour at the foot of the West steps of the Cathedral, and the band of R.M. Commando Forces, from Plymouth, was also there.

In the tri-Service step-lining party at the West Door of St. Paul's were ten R.N. officers, most of whom have served with Prince Charles, and two Royal Marine officers — one from B.R.N.C. Dartmouth, and one from C.T.C.R.M. Lymington.

In charge of the party was Cdr. Ron Edmonds, Commander (Ceremonial) at H.M.S. Excellent.

Lining part of the route from Admiralty Arch to Savoy Court were 17 naval officers and 240 ratings from units throughout the Service, including the Fleet and shore commands. The R.M. contribution was five officers and 100 men from 42 Commando based at Plymouth.

The detachment was under the command of Lieut.-Cdr. Clive Chaney, from H.M.S. Dryad.

In St. Paul's a number of naval officers acted as ushers by personal invitation of Prince Charles.

Two members of the WRNS helped with distributing programmes.

The Staff Band of the Royal Marines School of Music, Deal, played in Agar Street, and the band of the Flag Officer Naval Air Command in Exeter Street.

### Tournament visits

Earlier, members of the ship's company of H.M.S. Southampton had provided a guard of honour of 96 for visits to the Royal Tournament by the Queen and Prince of Wales. Guard officer was Lieut.-Cdr. A. B. Trentham, with Lieut. Cameron as second officer.

The Southampton also provided the Colour party of four for these Royal visits, with Lieut. R. E. Potthecary as Colour officer.

## Royal couple visit Mercury

The Royal couple are pictured above on a visit to H.M.S. Mercury during the week-end before their wedding.

The Prince inspected ceremonial division, with 550 members of the R.N. and WRNS on parade, and took the salute at a march-past.

There was a rousing reception for the couple, who had the opportunity to meet members of many naval families, and the crowd loved it when the R.M. Band of Cincnavhome played "Get me to the Church on time" and "Isn't she lovely?"

Among those present were members of the H.M.S. Kelly Reunion Association, of which Prince Charles succeeded Admiral of the Fleet Earl Mountbatten as patron.

Picture: PO(Phot) Radar Thompson

### Spectacular

At H.M.S. Raleigh on wedding day Frank Ifield and the Crystals started the Raleigh Spectacular, which concluded with a fireworks display.

## Thanks from the Prince

The Prince of Wales has written to the Royal Navy expressing warmest thanks for the wedding gift of a sterling silver punch bowl (pictured).

In a letter to the First Sea Lord (Admiral Sir Henry Leach) he says: "We are both

overwhelmed by your great kindness in thinking of sending us such a splendid wedding present. Thank you so much for taking all the trouble to find something which is so greatly appreciated and will bring so much pleasure to both of us throughout our

married life.

"Would you please convey our warmest thanks to all those who contributed towards this magnificent present. It will always serve to remind us of how much we owe to the Royal Navy in this island of ours."



Picture: J. Hasenkopf, Great Baddow, Essex

## Takes all sorts!

The Law keeps the Senior Service sweet: A little light refreshment in the form of a liquorice allsort, no doubt appreciated on a long warm day, for one of the many naval street liners along the Royal wedding route.



"Well done," they might be saying — and why not? They're two of the Royal Navy men involved in the production at Chatham of the magnificent Royal wedding cake. Left is CPOCK Dave Avery and right FCPOCK Ken Fraser.

Royal engagement was announced. All the work was the responsibility of Lieut. Fred Motley, the cookery training officer in Pembroke.

Design of the cake in the Cookery School was undertaken by FCPOCK Ken Fraser, CPOCK Dave Avery and POCK David Scott.

Preparation of the mix was started 14 weeks before the wedding by FCPOCK Fraser, CPOCK Avery and POCK Trevor Newman. The ingredients included 175lb. of currants, sultanas, raisins, cherries, mixed peel, butter, dark soft brown sugar, free-range eggs, ground and nibbled almonds, black treacle, mixed spices, flour, zest of lemon and oranges and brandy. There were also 40lb. of marzipan, 40lb. of bridal icing — and a flavouring of genuine naval rum.

After the making and baking, which took two days, the cake was wrapped, sealed and left to mature. In secrecy, behind locked doors in a gallery in the cookery school, hours of painstaking work in decorating were put in by CPOCK Avery and POCK Scott.

Royal Navy men and civilians in Chatham Naval Base also made contributions to the cake. Drawings of the design needed when obtaining Royal approval were made by draughtsman Mr. Barry Dunkley, while apprentice joiners made the wooden frames for the cake's baking.

The plinth on which it stood at Buckingham Palace was the work of ratings of the Fleet Maintenance Group, and the boxes in which the cake was transported to London the work of dockyard joiners.

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## Sindbad meets the Navy

Sindbad the Sailor, for all the wonders that met his eyes, never encountered a sight such as this: a modern Royal Navy warship escorting the sort of craft in which he sailed.

The dhow Sohar proved in an eight-month, 6,000-mile voyage from Muscat to Canton that the tales of Sindbad could well be the chronicles of early Arab traders returning from long voyages to the Orient.

### WOLVERTON

At the end of her wanderings the Sohar, constructed to 1,200-year-old specifications, was towed through Hong Kong Harbour by the naval tug Clare and escorted by H.M.S. Wolverton of the Hong Kong Squadron.

The Sohar was berthed at H.M.S. Tamar where she was destroyed by her crew of eight Omanis and 12 Europeans, including her creator Tim Severin. He is already well-known for

his famous Brendan Voyage — the crossing of the North Atlantic in a leather boat to prove that it could have been done from ancient Ireland. Tim's "Sindbad Voyage" (he says

that's the way it *should* be spelled) was sponsored by the Sultanate of Oman and the craft will be returned to Arabia for display in a Muscat museum.

Picture: M. C. Wan, J.P.R.S. Hong Kong.



## Rating tackled 'armed' man

A Commander-in-Chief's commendation has been awarded to Leading Regulator Leslie Smith, of H.M.S. Nelson, for his arrest of a man reported to be brandishing a gun.

LREG Smith was on duty at R.N. Patrol Headquarters when a call went out to all police units in the Portsmouth area for help in apprehending an armed man.

LREG Smith was in the vicinity and was approached by a civilian, who said: "That's the bloke the police want. I'm a taxi driver. He

pulled a gun on me."

The rating chased and caught the man, whom he had seen brandishing a gun. "Although it was later ascertained that the weapon was, in fact, an imitation firearm, LREG Smith had no knowledge of this at the time of the incident," says the commendation.

He is commended for his prompt action, high degree of courage and disregard for his personal safety, in the commendation by the Commander-in-Chief Naval Home Command (Admiral Sir James Eberle).

# Ardent: Host with the most

Since her return from Gulf Patrol, H.M.S. Ardent has played host to thousands of people — including royalty — at Portland, Milford Haven and Cowes.

The Type 21 frigate was guardship at Cowes Week, where 2,000 people called on her during the two afternoons on which she was open to the public. Besides that she hosted private functions, including a reception for the British team competing for the Admiral's Cup.

### Welsh visit

A fortnight before, the Ardent was given a warm Welsh welcome when she entered her adopted port of Milford Haven. There she was met on the quayside by the cast of a children's show seeking some expert advice on how to use a bosun's call — advice that was quickly forthcoming from CPOGI Trevor Hudson.

Following the four-day visit the Duchess of Gloucester was welcomed on board while the ship was at sea on July 20.

### Trophy win

In June the Ardent, winner of the Fleet Surface Gunnery Trophy and runner-up in the AA gunnery trials, was joined at sea off Portland by Squadron Leader Malcolm Coe. He is former officer-in-command of the Central Flying School Helicopter Squadron and was due to undertake the R.N. Staff Course.

With him on board were Army Captain Tim Spicer and five men of the 2nd Battalion the Scots Guards, the ship's affiliated regiment.



Torch Theatre Group leading lady Sheila Nash (centre) and the rest of the troupe show Ardent appreciation to members of the ship's company — particularly CPOGI Trevor Hudson who taught them how to use a bosun's call, a necessary part of their latest show. Also on the quayside at Milford Haven are (from left) JS Ian Davis, STD Stephen Wood, RO Nicky King, LSA Alan Whitworth and MEM Ian McHatton.

Picture: LA(Phot) Dave Cutler.

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NN/9/81





Princess Anne talks to Wren (RP) Susan Ainscough (left) and Third Officer Kate Gordon in the Operations Room of Flag Officer Sea Training.

## DOUBLY HONoured

Princess Anne, Chief Commandant of the WRNS, visited H.M.S. Osprey on July 30, the day after the Royal wedding, mainly to see members of the WRNS at work.

Many are air mechanics with 829, 737 and 772 squadrons, but others are

employed on a range of duties throughout the base.

During her visit the Princess presented observer wings and certificates of engineering competence at a Wings Parade ceremony.

In the background of our picture are the Flag Officer Naval Air Command

(Rear-Admiral Edward Anson), Second Officer Alison Rimmer, and Cdr. John Ainger.

It was the second royal visit to Portland within a month. On June 26, the Queen and the Duke of Edinburgh honoured the Royal Fleet Auxiliary Service with a visit to R.F.A. Fort Austin.

The visit coincided with the 70th anniversary of King George V's confirmation of the R.F.A.'s official status by Order in Council in 1911.

After their visit to Fort Austin, the Queen and Duke toured the Fleet Maintenance Group workshops at Portland.

*Smiles and flowers as the Queen meets children of the staff of the Fleet Maintenance Group outside the Portland workshops.*



## Super-power Air Day



Despite his brush with the world of naval dentistry at Culdrose Air Day, this young visitor (above) was all smiles — and no wonder, with such a charming guide as LWren Dental Surgery Assistant Sue Cassling.

Pictures: Culdrose Photographic Section

The mighty demonstration of air power (below) combined to triumph over the powers of evil and thrill a 20,000 crowd during an entertaining display at Culdrose Air Day.

Batman (LACMN Nipper Taylor of SAR Flight), Wonderwoman (Wren Viv Chorley, 771 Squadron staff office Writer) and Superman (PO Nobby Hall, an aircrew instructor) stand over the conquered Darth Vader (LACMN Al Redman, of SAR Flight) after the show's finale.

With such a large crowd, and a bumper range of stands and sideshows, the day was a great success, culminating in an air display including the Red Arrows, the Royal Navy Historic Flight with Culdrose's own Seahawk, and the Sea Harriers of 800 Naval Air Squadron.

The massed helicopter assault was also a popular feature — even though the Royal Marines and Irish Guards needed a hand from Superman, Batman and Wonderwoman to overcome the dreaded Darth Vader.





## APPOINTMENTS

## New FOSNI

Vice-Admiral R. R. Squires is to be Flag Officer Scotland and Northern Ireland, Commander Northern Sub Area Eastern Atlantic and Commander Nore Sub Area Channel in January.

After commanding a number of submarines, his appointments included commanding officer of H.M.S. Hermione and captain Fifth Frigate Squadron; command of the Third Submarine Squadron; and command of H.M.S. Bristol. From 1977 he was Flag Officer First Flotilla, and in December 1978 became Flag Officer Submarines and Commander Submarines Eastern Atlantic.

## D.G.N.P.S.

Capt. K. D. E. Wilcockson is to be Director General of Naval Personal Services in November in the acting rank of rear-admiral, and is to be promoted rear-admiral on January 7.

He joined the Royal Navy in 1945 as a National Serviceman and his appointments have included Fleet legal adviser and assistant Fleet supply officer Far East Fleet; supply officer in H.M.S. London; and assistant secretary to the Chiefs of Staff Committee. Later he was secretary to Commander-in-Chief Fleet and to the First Sea Lord.

From 1979 until June this year Capt. Wilcockson was captain of H.M.S. Pembroke.

## A.C.N.S.(P)

Capt. G. T. J. O. Dalton is to be Assistant Chief of Naval Staff (Policy) in December in the acting rank of rear-admiral, and is to be promoted rear-admiral on January 7.

Capt. Dalton joined the Royal Navy in 1949 and his first command was H.M.S. Relentless. Later he commanded H.M.S. Nubian, and his appointments have also included captain in charge of the R.N. Presentation Team, and commanding officer of

H.M.S. Jupiter and captain 7th Frigate Squadron. In 1979 he became captain of H.M.S. Dryad.

Other appointments recently announced include:

Capt. J. F. T. G. Salt. Sheffield in command. January 27.  
Capt. A. P. Hoddinott. Glasgow in command. January 8.  
Cdr. C. J. Freeman. Wilton in command and as senior officer MCM2. October 1.  
Cdr. M. G. R. Hawke. Repulse (Starboard) in command. October 20.  
Cdr. J. M. Ferguson. Rothesay in command. December 18.  
Lieut. N. J. Youseman. Peterel December 2 and in command.  
Lieut. R. J. K. Burston. Opossum August 17 1981 and in command.



## Plane cooking!

H.M.S. Leander's commissioning cake should be as light as air — thanks to the stirring technique employed by the frigate's commanding officer, Cdr. Hugh Drake.

A qualified all-weather fighter observer, his aviation background inspired the use of a propeller to put the finishing touches to the mix. Helping him are POCK David Sanderson and CK Martin Critchlow.

The Leander is due to re-commission at the end of the year to join the First Frigate Squadron.

## Switched-on Arethusa to the rescue

Quick action by the ship's company of H.M.S. Arethusa resulted in a happy ending for a sad story of burglary

When the frigate was visiting Swansea to receive the Freedom of the City, her adopted school — St Illtyd's — was raided by thieves who stole the children's television set.

The sailors heard about the burglary and within 12 hours had raised more than £200. With a

generous discount from Debenhams store, a new colour set was bought and presented to the school.

That act of goodwill illustrated the warmth between guests and hosts during the Arethusa's six-day visit to Wales's second city.

During the freedom ceremony the ship's commanding officer presented the city with a silver tray in exchange for the Freedom Scroll. Later, 190 of the ship's company exercised their right to march through the streets with bayonets fixed.

The honour marked 40 years of close ties, starting when Swansea undertook to raise £1,250,000 in one War Week to "buy" the cruiser Arethusa.

## Display

Overture of this latest visit came the evening before the frigate entered Swansea Docks: the ship's Wasp helicopter, piloted by flight commander Lieut. Gordon Ross, gave a short flying display for the children of St Illtyd's School before landing for them to inspect the aircraft.

Once in port sailors took part in many sporting and social events, including an official reception, a ship's company dance at the Guildhall, and cricket, squash and hockey matches.

Crowds flocked to view the ship and among the parties of visitors were policemen, firemen, schoolchildren and R.N.L.I. members. In turn members of the ship's



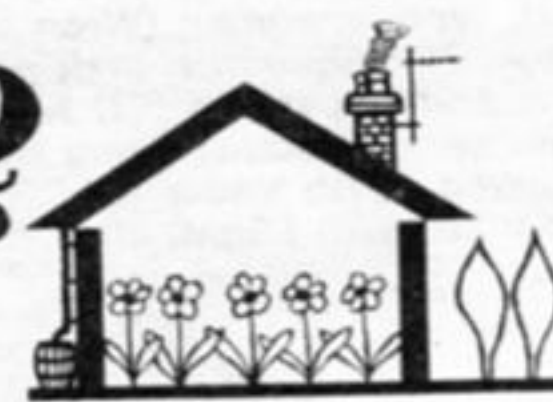
company called on a colliery and Buckley's Brewery at Llanelli.

Finale of the visit came when the Mayor and six schoolchildren joined the frigate for a trip along the South Wales coast to Milford Haven.

● Above: Cdr. J. R. Jameson, H.M.S. Arethusa's commanding officer, and Coun. Paul Valerio, Mayor of Swansea, with the Freedom Charter.

Picture: South Wales Evening Post

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# RADIO 'HAMS' COME OF AGE

The radio "hams" of the Royal Navy have come of age, with the 21st anniversary of the Royal Naval Amateur Radio Society.

To celebrate the event special call signs were activated from the Society's headquarters station at H.M.S. Mercury, from H.M.S. Belfast, H.M.A.S. Castlemaine, North America, New Zealand and by the Merchant Navy.

A commemorative cover was issued and an international dinner was held at Mercury.

## WORLD-WIDE

Equipment at the headquarters is capable of world-wide communication. A sister station at H.M.S. Collingwood and affiliated clubs around the country are associated with establishments at Yeovil, Portland and Faslane.

Members have renovated the bridge wireless office of the Belfast and a comprehensive amateur

radio station has been set up on board. A similar exercise has been carried out in the Castlemaine, a preserved corvette at Williamstown, Australia, eight per cent. of the R.N.A.R.S. membership being Australian.

In all there are 1,500 members in 33 countries. Corporate membership is open to serving or past members of the R.N., R.M., WRNS, Reserves, Commonwealth navies, R.N.X.S., R.F.A., Sea Cadet Corps and civilians attached to these arms of the Service. Associate membership is open to serving or past members of foreign navies and the Merchant Navy.

Details can be obtained from the Secretary, CRS M. Puttick, H.M.S. Mercury, near Petersfield, Hants.

# Sovereign for refit

H.M.S. Sovereign, the nuclear-powered Fleet submarine, steamed a paying-off pennant as she arrived at Devonport, where she will start a major refit early next year.

## Manadon degrees

Sixty-four officers have successfully completed the new B.Sc. course in naval engineering and six have completed the M.Sc. marine engineering course, both run at the R.N. Engineering College, Manadon.

The Royal Navy officers successful in the M.Sc. course are: Lieut. R. A. Bruty, D. J. Freeman and P. H. V. Kettle.

R.N. officers who took first-class honours in the B.Sc. course are: Lieut. C. F. Podmore and Sub-Lieut. M. J. R. Bishop, R. J. Dickinson, P. J. S. Fowler, S. R. Gosden, I. H. Holliday, J. R. Tuck, S. S. Young and D. R. Watson.



## A PAGE FOR

## FAMILIES

Where  
angels  
fear to  
tread . . .

"Why do you wear a pink dress?" asked three-year-old Paul Manning when at Portland he came face to face with the Archbishop of Canterbury (Dr. Robert Runcie). Alas, the answer is not recorded.

But the meeting, at the Kimberlin Naval Families Club, provided a splendid picture. Paul is the son of CPO Howard Manning, serving in H.M.S. Hydra.

The Archbishop, on his first visit to the Royal Navy since taking office last year, joined H.M. ships Invincible and Danae at sea as well as touring the Portland base.



# Wives have fun, too!

"Sailors have more fun." So says the car sticker. And plenty of wives believe it!

Now Plymouth is offering additional compensating activities for naval wives. Last January, on the St Budeaux married quarters estate, the Churches Arts Centre was born.

The idea was conceived by the families chaplain, the Rev. Frank Beattie, and has been developed along the lines of Further Education classes. The centre is open for morning and afternoon sessions five days a week, and a well-equipped and supervised nursery is provided free of charge.

All the tutors are volunteers from local churches and consequently charges are minimal. Students pay £3 a term for the first course and subsequent courses are offered at half price.

Classes include typewriting, relaxation, household management, and general handicrafts, and some of the typewriting students hope to sit their Royal Society of Arts examination in the autumn. Meanwhile, the netball team has entered Plymouth and District Netball League.

In the first two terms 209 places were taken up, and both wives and husbands tell of the difference the centre has made to those using the facilities.

## DARTMOOR

When a thanksgiving celebration was held in St Andrew's Church, H.M.S. Drake, extra seating had to be provided. Work displayed on that occasion gave an insight into the high standard achieved in a short time.

Extra-mural activities are arranged from time to time, the latest being a guided day walk on Dartmoor.

The autumn syllabus has already been planned and will be distributed on the estate in the middle of September. Enrolment day will be Thursday, September 17 and the term will begin on the following Monday. All Plymouth naval wives are welcome to enrol.

## Caledonia cash

A cash-and-carry stall, boasting 4,950 items — cans and groceries — collected by wives and apprentices of H.M.S. Caledonia, raised over £900 at the Naval Bazaar in Rosyth Dockyard.

## SEA DAYS

More than 100 guests had a day at sea in the Polaris submarine H.M.S. Renown, including families and members of Leeds R.N.A. and Leicester Senior Service Association, with which the Renown has close ties.

Entertained too were Wrens from the H.M.S.

## Going down in Renown

Neptune Submarine Command team trainer and pay office, and wardroom hall porters. Above all, the occasion was a chance for the

families of Starboard crew members to see the kind of evolutions performed during patrol.

Following a surfaced pas-

sage down the Clyde, the Renown dived and conducted simulated torpedo and missile firings. Guests were given the opportunity to

"plane" the submarine on a given depth, under the watchful eye of the coxswain, FCPO Ray George, and also to look through a periscope.

A cake was presented to the Renown by Leicester Senior Service Association to mark the dedication of their standard.

# 'KIRK' GOES ON SOLENT SEA TREK

H.M.S. Kirkliston played host to about 70 family guests for a few hours at sea, the first chance for such an occasion since 1979 as the ship spent most of last year in refit at Chatham.

Now happily settled in the 2nd MCM Squadron, the "Kirk" has recently had a varied programme, including a visit to Deauville and periods of work off Portland, Plymouth and Anglesey.

The weather for families' day was perfect and during time at anchor in the Solent the visitors were treated to rides in the Geminis and a "pirate attack". There was no shortage of "home cooking" and the children enjoyed a "Mickey Duck" film show.



Picture: PO (Phot) Radar Thompson.



## It's all happening!

Plenty of activity is the secret of success for a good families' day, and the Navy so often has the right recipe. Above, a Hunter from R.N. air station Yeovilton attracts the attention of families on board the frigate H.M.S. Lowestoft off Portsmouth. Left: Anyone for a spin? ABs Duckworth and Phipps take some of the visiting children for a quick trip around H.M.S. Kirkliston.

## Drake hosts 'ducklings' . . .

lend a hand in the galley.

Guest speaker at an outdoor luncheon for more than 100 wives of officers, ratings and civilian staff of H.M.S. Cambridge was Mrs. Debbie Owen, wife of Devonport M.P. and former Foreign Secretary Dr. David Owen. She spoke about her work as a literary agent.

The name of Cambridge has

been associated with naval gunnery for 125 years, and this year marks the silver jubilee of the Wembury Point establishment.

Taking part in Scottish Television's network quiz show "Now you see it" on August 12 was Mrs. Julie Healey, wife of POMEM Colin Healey, serving

in H.M.S. Eastbourne.

Mrs. A. Birnie, of Eastney, Portsmouth, married quarters staff, was presented with the Blood Transfusion Service Gold Brooch by Commodore M. F. Simpson, Commodore of H.M.S. Nelson, on August 6.

Over a number of years Mrs. Birnie has given a total of 50 pints of blood.

Delighted with the results of the last big lottery, SSAFA is repeating the three-car draw this year. Natocars of Bridgwater are supplying Escort Hatchbacks 1300 and 1100 and a Fiesta Popular, in conjunction with the Ford Motor Company. There are 50 other prizes in the contest, for which tickets cost 25p.

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MBE, RN (retd.).

About 250 members of Service families took part in Children's Week in H.M.S. Drake, in some cases having the chance to work alongside their fathers.

The PT department played host to the youngsters, aged between seven and 14, and activities included ship tours and river trips, film shows, a day with the MOD Police, and visits to the sick bay, where the young visitors learned about first aid.

They also had a chance to



# GET WISE ON DCI's

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

## ☆ Gunboat essay

Prizes up to 1,250 Australian dollars can be won in the Peter Mitchell Essay Competition, entries for which have to be in by October 31, 1981. This year's subject is "The Relevance of Gunboat Diplomacy in the 1980s."

DCI (RN) 409

## ☆ Red shades

Badly-fitted red shades over fluorescent light fittings in ships and submarines have proved unsatisfactory through stray white light being emitted. Future policy is for the fitting of red fluorescent tubes.

DCI (RN) 410

## ☆ Cook Army!

The Royal Navy needs a new cookery book, and has come to an arrangement to borrow from the Army. After an appraisal of several possible alternatives it has been decided that the Army recipe book (Manual of Army Catering Services Vol. 2) is best suited to naval requirements, being designed and scaled for ten to 50 portions.

As from April 1, 1982 the manual will be the text upon which provisional examinations will be based in the R.N.

DCI (RN) 412

## ☆ Job choice

Second-career prospects for Royal Navy personnel are much enhanced by the wide-ranging resettlement organisation, with advice on job choice, guidance in making applications, and vocational training.

Everybody "going outside" should study the 1981/82 programme, and ensure the maximum benefit from the courses available.

DCI (RN) 414

# DON'T BE SO HELPFUL!

Trying to be "helpful" can sometimes lead to misunderstanding — especially about someone else's department.

Whatever the awkward situations which may have resulted, the Admiralty have thought it necessary to issue a specific warning about recruiting.

"There have been a number of instances," says the official statement, "of members of the public seeking advice on the qualifications for entry into the Naval Service, from Service personnel unconnected with naval recruiting."

"While the majority of these inquiries are from well-meaning individuals simply seeking guidance on the recruiting machinery, regretably this is not always the case."

"Commanding officers are reminded that in assisting prospective recruits in this way, they should note that incomplete advice can not only be misleading but could also prejudice action already taken on specific cases by the recruiting authorities."

"To avoid unnecessary complications of this kind, all inquiries concerning recruiting and selection should be referred in the first instance to the Director of Naval Recruiting or the nearest RN/RM Careers Information Office."

So the motto seems to be: "Sailors beware — especially of well meaning individuals who aren't."

DCI (RN) 363



"Wants to know how he can join the WRNS!"

## ☆ New prices

Revised issuing prices for clothing, tobacco and cigarettes come into force on August 1, 1981. It is pointed out that "prices generally have risen less than in recent years, and there are lower issuing prices for a number of items including heavy wool jerseys, R.N. pattern boots, and some headgear."

DCI (RN) 375

## ☆ SD exams

An announcement earlier this year gave details of changes in examination dates for promotion to the Special Duties List of Officers in the ME sub-branch.

A new statement gives the arrangements and syllabuses for the 1982 qualifying professional examination for promotion to acting sub-lieutenant SD (E) (MESM).

DCI (RN) 394

# Better deal on pension increases

Pension increase inequities are to be removed by new arrangements, according to a joint services announcement. It should be read "by all personnel expecting to be awarded either an immediate pension on retirement or a preserved pension at the age of 60."

It is explained that during the course of each year the Government announces a percentage increase to be applied in the following November to public service pensions, to maintain their value against inflation.

All Service personnel whose last day of full paid service will be on or after March 31, 1982, will have the pension increase which is first applied to any pension they are awarded calculated by a new method.

Instead of the first increase depending, as at present, on when in the year a retirement

occurs, all who are awarded pensions in the same code year, that is from April 1 to March 31, will each receive as their first pension increase the same proportion of the full increase which is promulgated within that code year.

### ONE-SEVENTH

This proportionate increase will be approximately one-seventh of the full increase.

Those who retire before the increase payment date, which is usually in November, will receive this proportionate increase from that date; those who retire after the increase payment date (but before March 31) will have this proportionate increase included in the pension they are awarded.

DCI (RN) J 415

## Separate rosters started

From August 1, 1981, separate advancement rosters were introduced for General Service (GS) and Submarine (SM) ratings in the Marine Engineering and Weapon Engineering branches, namely for advancement to leading mechanic, petty officer mechanic, and chief artificer/mechanician levels.

The official statement explains that following the formation of the Operations Branch from the Seaman and Communications branches in 1975, separate sub-branches were also created, including separate SM and GS sub-branches. As a result, separate SM and GS advancement rosters within the Operations Branch have existed since then.

### ADC/WDO STREAMS

The implementation of the Engineering Branch Development in 1979, and the introduction of ADC/WDO streams in the Submarine Service, also resulted in separate SM and GS advancement rosters being introduced for weapon engineering artificers.

The latest advancement roster announcement, says the official statement, should result in more equitable advancement between GS and SM ratings in these branches, and help to avoid overbearings or underbearings developing within each rating level.

It is emphasized, however, that such a process will be a gradual one phased over a period of several years which will allow continuity of advancement. In particular, a rating's basic date on the combined rosters will be retained on the separated rosters.

### INITIAL PERIOD

In addition, it will remain open to SM ratings to voluntarily return to General Service, if they so wish, under the general procedure in QRN 0819(3) which allows this after an initial period of five years' submarine service.

In parallel with the introduction of separate GS and SM advancement rosters in the ME and WE branches, selection for promotion to chief petty officer will also be made separately for SM and GS mechanic ratings in these branches. This is already the case for selection for promotion to warrant officer.

DCI (RN) 408

## ☆ Safety first

In the interests of safety, commanding officers are to inspect all lathes installed in workshops in H.M. ships and in Royal Fleet Auxiliaries. It is essential, says the latest statement, that safety guards should be fitted.

DCI (RN) 399

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"Honeymoons don't count as holidays for refund of expenses."

## Holiday refunds all in the service

When holidays are cancelled or curtailed because of the needs of the Service, refunds may be possible. An official announcement details revised arrangements from July 1 this year.

Refunds will be considered only where bona fide holiday expenditure already incurred in anticipation of normal leave has been rendered wholly or partly nugatory as a result of the cancellation or curtailment of that leave.

### EMERGENCY STANDBY

The statement explains the situations which would come under the heading of "needs of the Service", and goes on to emphasise that refunds are not admissible in cases where holiday arrangements have been made after individuals have been nominated for emergency standby. Claims are to be limited to actual financial losses, and there must be evidence that all possible steps have been taken to secure a refund from the holiday operator.

Only "spouse and dependant children" are covered by the refund scheme — not girl friends or boy friends.

DCI (RN) J 406



● A large gathering of Soviet warships in the Baltic last month gave Nato navies a chance to greet some of the more interesting vessels as they headed north

through the Mediterranean, Eastern Atlantic, Channel and North Sea. Royal Navy ships, helicopters and cameramen were never far away ...

# RED LETTER DAY!

H.M.S. Aurora celebrated the Royal wedding in strange company. Orders to "splice the mainbrace" came as the frigate was shadowing the Kiev, the Soviet fleet's largest warship, through the North Sea towards the Baltic.

The Aurora was diverted with R.F.A. Olwen from exercises in the North Sea to intercept Kiev and two Krivak-class destroyers in the South Western approaches.

Several days earlier, the Kiev was photographed in the Western Mediterranean by a Sea King helicopter crew from 824 Squadron, based at R.N. air station Culdrose. H.M.S. Argonaut and H.M.S. Rhyl then arrived to escort the huge Russian warship as she steamed westward.

When the Kiev approached the English

Channel, now with H.M.S. Aurora in attendance, speculation grew that the Russian warship was actually after a good television picture of the big wedding day!

The force transited the Dover Straits that night at 20 knots, which meant careful ship-handling for the Aurora to follow the Kiev's movements among the busy shipping lanes in the dark.

## RUSSIAN GULPERS?

H.Ni.M.S. Piet Heyn, a Dutch frigate, joined the group, and Dutch Starfighter jets brought crowds of Russian sailors to the Kiev's decks with a dazzling display of airmanship.

By coincidence, "splice the mainbrace" came as the Russians rendezvoused and replenished from a tanker. Could the Kiev have been taking "gulpers", too?

The Aurora's "escort" task followed a busy

ship's visit to Hull for the opening by the Queen of the Humber Bridge. Two other R.N. ships, H.M.S. Norfolk and H.M.S. Ajax, were also berthed at Hull for this event, and all three were opened to the public.

The ships provided street-lining parties for the Queen's arrival. To spruce up the Aurora's contingent, POGI Anderson employed Gunner's initiative and redesignated a dockside warehouse as "the drill shed". Wherever a GI goes, there is a corner of some foreign field that is forever Whale Island.

H.M.S. Egeria, the inshore survey ship, was on duty in the Humber to control movements of private craft, a task she was assisted in by three R.M.A.S. vessels, Loyal Helper, Loyal Volunteer and Shipham. The Egeria was the first ship under the new bridge after the official opening.



Dozens of Russian sailors stared in awe as H.M.S. Avenger's agile Lynx helicopter manoeuvred for position to line up this detailed shot of the Leningrad's boat deck, flight deck and hangar.

Pictures above and below by PO(Phot) Colin Watmore.



ABOVE: H.M.S. Argonaut accompanies the Soviet anti-submarine cruiser Kiev as the Russian vessel tracks westwards in the Western Mediterranean. The Royal Navy frigate H.M.S. Rhyl was also in the area and the photograph was taken from a Sea King helicopter of 824 Squadron based at Culdrose. On route to the Baltic the Kiev later had another travelling companion, H.M.S. Aurora (see main story).



ABOVE RIGHT: H.M.S. Avenger, which had put to sea from Plymouth after a general recall to the ship's company, is pictured from her Lynx helicopter "escorting" the Soviet helicopter cruiser Leningrad up the Channel on August 10. The Avenger stayed with the Leningrad and the Kresta II class cruiser Admiral Isachenkov until the Dover Straits, when she was relieved of her shadowing duties by the Dutch Navy.

## More DCIs

### ★ Sports grants

Following the introduction of the Voluntary Sports Subscription Scheme, commissioning grants and loans are being increased.

For a complement below 60 the commissioning grant is £500, and loan, £150, but complements over 1,000, while getting only the same grant amount, have a loan entitlement of £1,050.

The recommissioning grant is £200 in all ship sizes, but the loan entitlements now range from £75 to £525. (Announcement dated July 24, 1981)

### ★ In sickness ...

Periods certified sick on seasonal leave could in future be considered as sick leave, so not counting towards annual leave allowance. The new rule states:

"An officer or rating who forwards a medical certificate while on leave stating that he is unfit to travel, may, at the discretion of the commanding officer and after advice from the medical officer, be considered to be on sick leave from the date of the medical certificate.

"Personnel must, however, return to duty as soon as they are fit to travel or at the date initially set for the expiry of their leave, whichever is the later. Time spent on sick leave is not to count against the leave allowance."

DCI (RN) 396

### ★ Prize essay

A reminder is given about the 1982 Bertrand Stewart Prize Essay competition, which can be competed for by officers, ratings, soldiers or airmen who are serving, or who have served in any of the Armed Forces of the Commonwealth. Details are given of the six possible subjects. Entries have to be received by July 1, 1982.

DCI (RN) J 373

### ★ N Trust rates

Because of the recent Service pay award, increases are announced both in the contributions — and benefits — associated with the Naval Dependents Income and Assurance Trust (N Trust). The new rates apply from October 1, 1981, and will keep N Trust benefits in line with the higher cost of living.

The increase is effected without regard to the member's state of health.

Benefits paid to dependants increase at the guaranteed compound rate of 4 per cent. per annum from the death of a member.

DCI (RN) 397

### ★ Salvage award

For services to the motor vessel Mariyos Star on December 16, 1978, a salvage award has been made to H.M.S. Kirkliston.

DCI (RN) 364

### ★ Mohawk award

For services to the tug Alexandros on December 1, 1978, a salvage award has been made to H.M.S. Mohawk, Sea King helicopter XV 711, and R.M.A.S. Corgi.

DCI (RN) 395

### ★ Chess date

The Combined Services Chess Championships will be held from October 15 to 20, 1981, at Royal Air Force Halton. Details can be obtained from Flt. Lieut. D. Hart, Apprentice Training Squadron, R.A.F. Halton, Aylesbury, Bucks (telephone Halton ext. 369). (Announcement dated June 26, 1981)

### ★ Nearly full

Announcement of the re-opening of the avenue of transfer from petty officer stores accountant and leading stores accountant to the catering accountant category for a limited period of two years in view of the slow build-up of the latter category was contained in DCI(RN) 549/79.

The bearing of catering accountants is now little short of full requirement and it is therefore intended to close this avenue of transfer. From July 1 this year applications to transfer to POCA and LCA will be considered only from the cook and steward categories.

DCI(RN) 348

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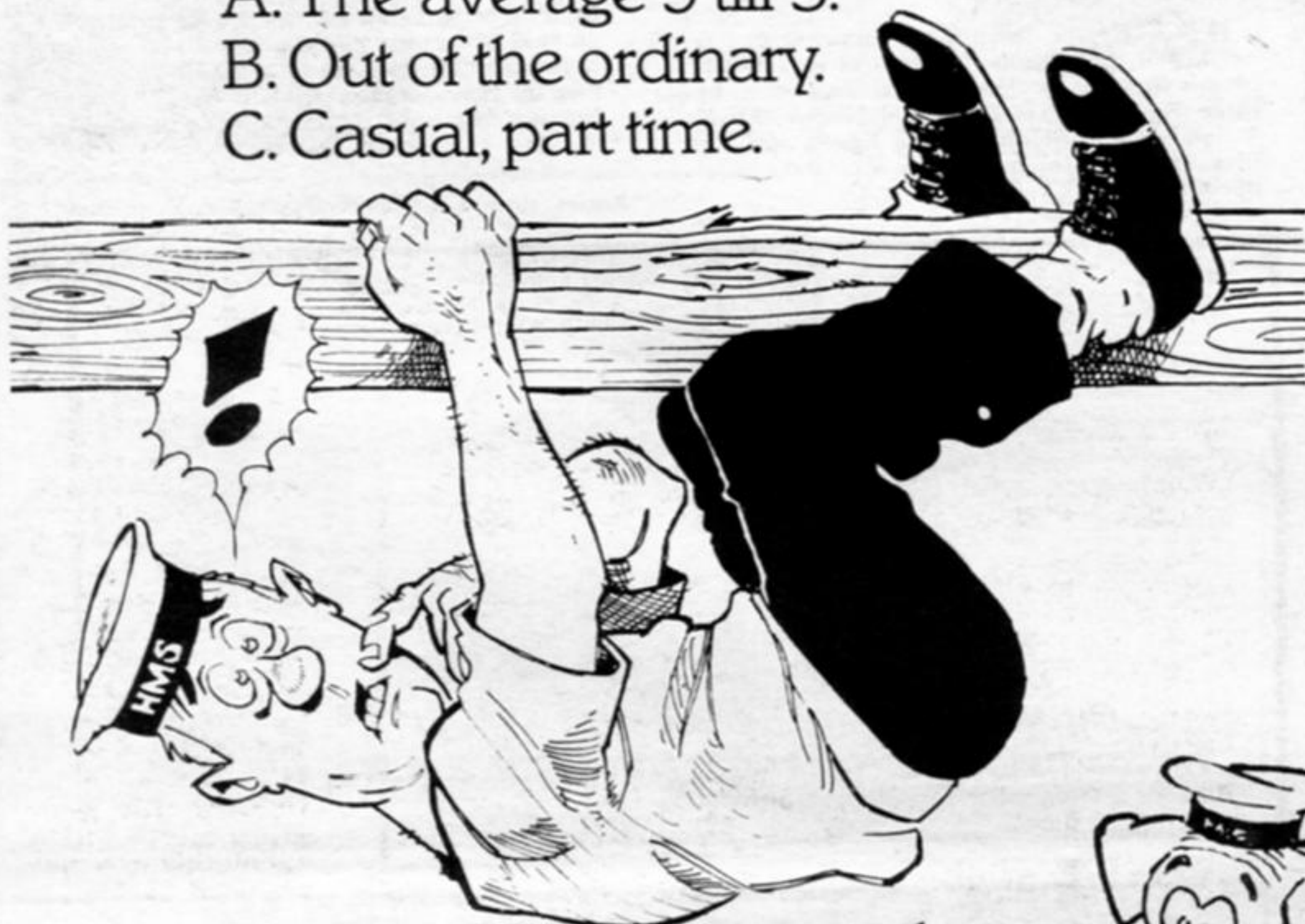




# How do you score with money?

1. Do you consider your job to be:

- A. The average 9 till 5.
- B. Out of the ordinary.
- C. Casual, part time.



2. When do you remember to pay the TV rental?

- A. In the middle of an assault course.
- B. When they come to take it away.
- C. Never. I've issued NatWest with a Standing Order and they remember for me.

3. How do you ensure that your wife gets her housekeeping?

- A. Don't bother—she'll manage somehow.
- B. Give it to mother to pass on.
- C. Open a joint account at NatWest so that she can get her housekeeping when she needs it.



4. The electricity bill has come as a shock. What are you going to do?

- A. Run and hide in the wardroom.
- B. Nothing. I have a Budget Account at NatWest so I can spread the cost of my large bills over 12 equal payments.
- C. Freeze.

5. Where's the best place to get cash at midnight?

- A. From your holiday savings.
- B. Borrow it again.
- C. From a NatWest Servicetill.

Scores: 1. A1, B2, C0. 2. A1, B0, C2.

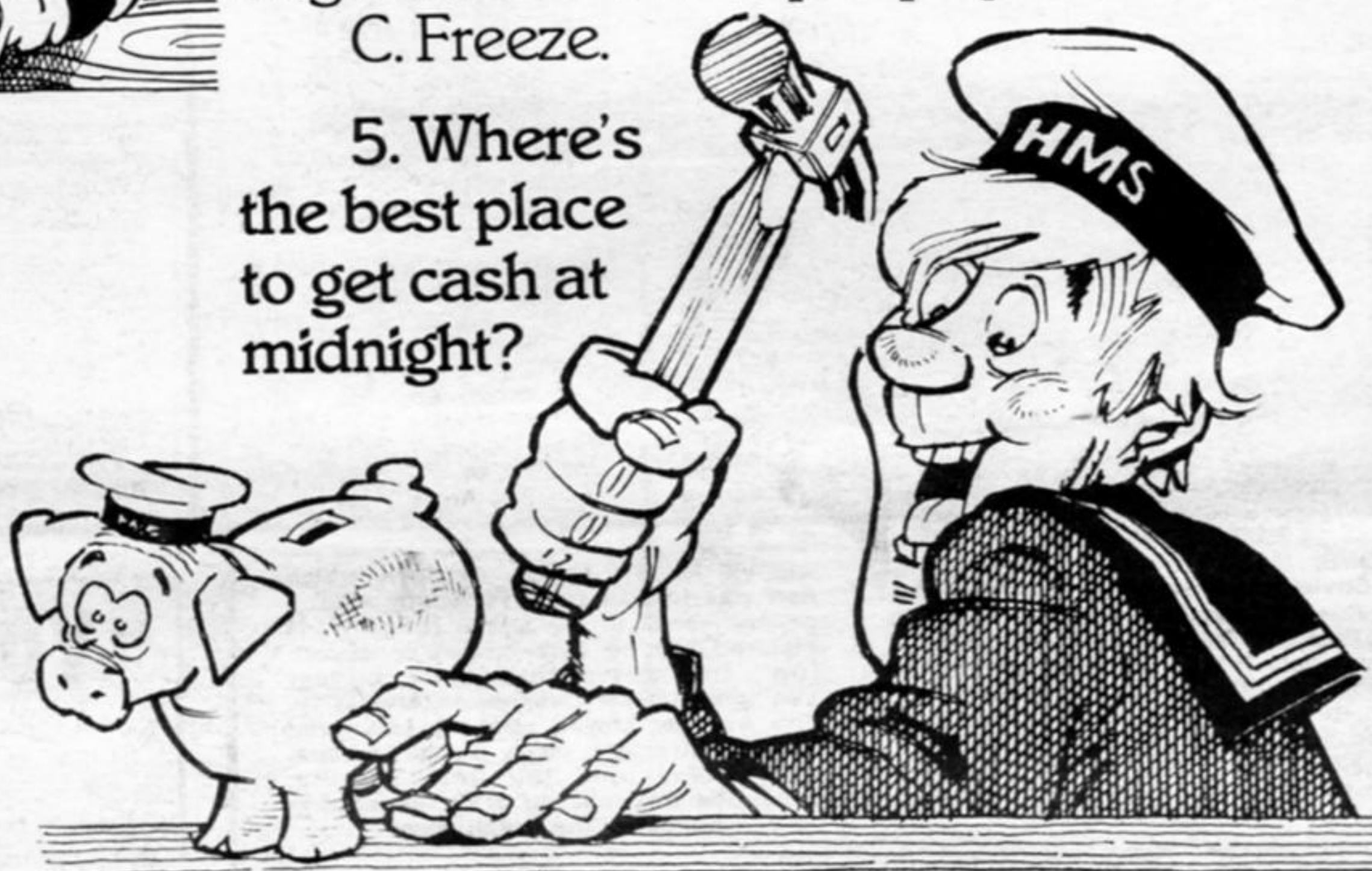
3. A0, B1, C2. 4. A0, B2, C0. 5. A0, B0, C2.

5 and under: You're not really very good at money matters, are you?

Why not pop in and talk to us at NatWest?

6-10: You've obviously got the right ideas about handling your money.

But with a job in the services you have less time to yourself than most, and may need the extra help that NatWest can offer.



Still puzzled? Pop in and see us next time you're passing. We'll be happy to help.

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# PEOPLE IN THE NEWS



## Mr. Allen makes a splash

FCPO Coxswain JOHN ALLEN made a real splash when he celebrated his 50th birthday and 30 years as a naval diver — his staff at R.N. air station Culdrose ceremoniously "dunked" him!

Mr. Allen joined the Navy in 1948 as a Boy 2nd Class. He has served all over the world and was promoted to Fleet Chief in 1971.

Picture: LA (Phot) Paul Gibson.



Senior Naval Nurse SALLY MIDDLETON, serving in R.N.H. Haslar, is the first woman in the Navy to qualify as a sub-aqua diving supervisor, and only the second woman SADS in all three Services. Sally is a member of the H.M.S. Dolphin Sub-Aqua Club.



The commanding officer of the submarine H.M.S. Superb has been presented with an oil painting which befits the name of his vessel. Cdr. MICHAEL BOYCE is pictured being presented with the 'superb painting' by self-taught Plymouth artist Mrs. CAROL DEWAR, who was given a tour of the submarine and met many of its crew.

## That's my Dad!



Yes, AEM (WL) CHAS CHAMBERS's dad is on the Hermes! CHAS senior serves on board the ship as a lieutenant, and his son is a member of 845 Squadron, which was on board H.M.S. Hermes for a two-week detachment. The last time the two Chas Chambers served together was in H.M.S. Daedalus when Chas senior was course officer to Chas junior for part three training.

## Well met . . .

"So pleased we MET!" might have been an appropriate greeting in this situation. VALERIE HODGKINSON, the first Met Wren to qualify as a Physical Trainer, was being congratulated by the commanding officer of H.M.S. Temeraire, Cdr. MIKE O'REILLY, himself a qualified meteorologist. Valerie was first on her six-month course at the R.N. School of Physical Training. Now an ALWPT, Valerie has been drafted to H.M.S. Caledonia for on-job training.

Cdr. O'Reilly has held Met appointments in H.M.S. Daedalus, R.N. air station Culdrose, MOD, Northwood, H.M.S. Victorious and H.M.S. Blake.



## Old school reunion



Lieut.-Cdr. ANTHONY WEDGWOOD R.N.R. (right) joined H.M.S. Maxton in Scandinavia for his annual training — and found that the ship was commanded by an old school friend, Lieut.-Cdr. MARTYN HOLLOWAY. Both men went to Abingdon School, Oxfordshire. Anthony, a director in Danish television and a resident of Copenhagen, is a member of Sussex Division R.N.R.

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(actual chest measurement

plus 2 ins. [5cm.] .....

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Cheque, M.O. or P.O. enclosed £

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22ins.	(56 cm.)	£6.80	36 ins.	(91 cm.)	£14.90
24 "	(61 cm.)	£7.25	38 "	(97 cm.)	£15.40
26 "	(66 cm.)	£7.80	40 "	(102 cm.)	£16.30
28 "	(71 cm.)	£9.80	42 "	(107 cm.)	£16.95
30 "	(76 cm.)	£11.15	44 "	(112 cm.)	£17.20
32 "	(81 cm.)	£12.15	46 "	(117 cm.)	£17.80
34 "	(86 cm.)	£13.50	48 "	(122 cm.)	£18.55

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size 36 ins. to 48 ins. — £1.20 extra per garment.

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Delivery: If the garment ordered is in stock it will be despatched within 24 hours. If the garment is not in stock, it will be despatched within three weeks.

\*Colours:

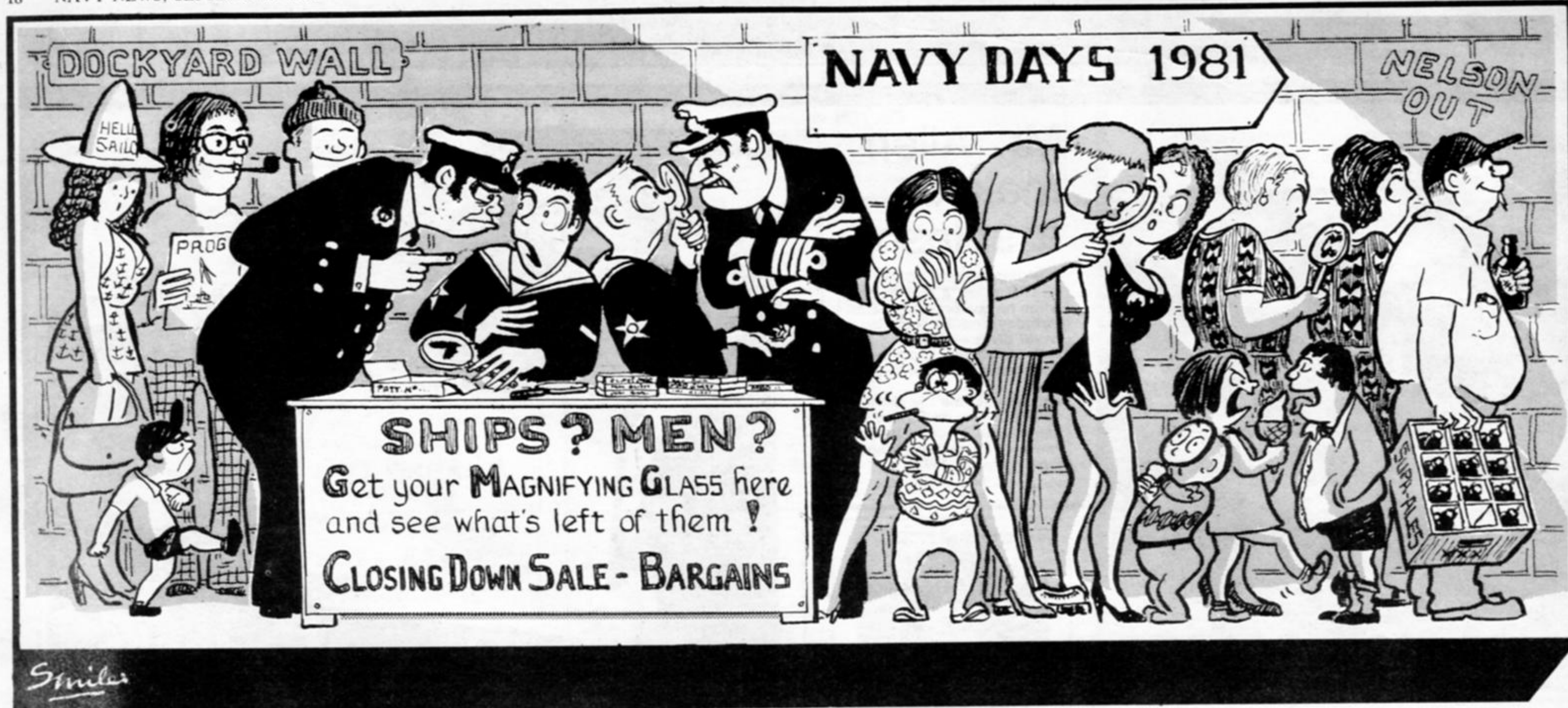
Trad Navy  
Biscay Blue  
Breton Red (Tan)  
New Natural  
Olive Green

Racing Red  
Tudor Red (Plum)  
Tobacco  
Steel Grey  
Corvette Blue



MEM JOHN CHERRY and MEM(M)1 CHRISTOPHER PALMER, from the submarine refit group at Portsmouth, lent a naval hand when years of chiming took their toll on the bells of St Bartholomew's in the Hampshire village of Rogate. John, pictured above, and Chris removed the bells from their headstocks so that their bearings could be renewed.





## NEWSVIEW

### 'Encore' is the cry for the Navy showcase

The old jest about lack of ships to show visitors at Navy Days acquires a twist this year with the recent news, which no-one can have missed, about depleted numbers of surface ships in the Fleet in the next few years.

Even our cartoonist is moved to poke fun this time, although, like most good lampoons, this one shouldn't be taken too seriously. Because, in fact, there are plenty of ships to be viewed at both Portsmouth and Plymouth over the Summer Bank Holiday weekend.

While some Service personnel enjoy acting as hosts on these occasions, it is no secret that others find the duty something of a chore. Not that the Navy isn't proud to have visitors on board — far from it — but this is one of those occasions which can keep the Serviceman away from home when everyone else seems to be enjoying family holidays.

#### Great affection

But the value of showcases like Navy Days — and that includes all those open days held in other naval bases and establishments during the year, and the highly-popular air days — should never be underestimated.

Strength of support for these events continues to show the public's tremendous interest in and affection for the Senior Service, and that can be no bad thing at a time when difficult decisions and a period of painful readjustment lie ahead.

In addition, of course, such events often raise large sums for deserving naval and seafaring charities.

What the long-term future holds for events like Navy Days only time will tell. Places which are no longer naval bases or establishments would, presumably, no longer be staging open days. Yet any which eventually disappear would be sadly missed. Sentiment may not be playing a part in defence reviews these days, but that does not eliminate it from the minds of many well-wishers.

So sailors detailed off for a spot of "See the ships — meet the men" duty may rest assured their job is well worthwhile as they supervise the swarms of knowing dads and marvelling mums, the boisterous kids, and breathless old and bold. And what matter if the odd question seems daft and a forty-ninth veteran confides, "Not like my day, son. You've got it made!"

Let's just hope they'll all be back doing it next year . . . and the year after . . .

H.M.S. Dauntless has held its last passing-out parade, ending an era which saw some 30,000 Wrens through the Burghfield establishment as they got their first taste of Royal Navy life. Salute at the last parade was taken by the Director WRNS (Commandant Elizabeth

Craig-McFeely) on August 14. In September Chief Officer Lois Francis (commanding officer of Dauntless), seven officers, seven senior ratings and ten junior ratings move to H.M.S. Raleigh at Torpoint to recommence WRNS training.

Generations of young girls have arrived by train at Reading station, excited no doubt, but also in trepidation at what lay ahead of them as members of the Women's Royal Naval Service.

They were met with a smile, and whisked off in military transport to H.M.S. Dauntless — a shanty town collection of huts remotely situated in the countryside, and built for temporary war-time use.

There they unpacked their cases, put their teddy-bears on the bed, and were plunged into "new entry training" to fit them for their part in a disciplined fighting service.

#### ● Early weeks

During their early weeks, away from the dance halls, discos and the fellas, they scrubbed floors and polished, had to be spick and span for cabin inspection, learned to call officers "Ma'am," and not be "adrift" in their time-keeping for anything.

Most of the time they looked anything but glamorous. On the parade ground they were marched up and down, feeling as awkward and foolish as any other beginner, and had to accept orders and telling-offs.

No doubt most of them missed mum. For a few it was too much and they went quietly back the way they had come. Life in the WRNS is not for everybody.

Generally speaking, however, the humour always bubbled through, and the girls found a sense of purpose, possibly for the first time in their lives.

In those gruelling early weeks, hidden away, the future Wrens got through their testing time; and were probably only too glad to be on their

own, with only the other initiates to laugh at them or with them.

If there was a fella in sight, he was the handy-man, quite often the only male in the establishment, being drafted there for heavy work or lifting which the girls could not tackle.

From decade to decade the Dauntless girls took their place in the Service. They did well and never regretted the weeks at their training establishment, which they came to remember with affection. Lifetime friendships were formed.

#### ● The ending

During the 1970s came the beginning of the end for H.M.S. Dauntless. The drafting section moved to H.M.S. Centurion, cook training went to Pembroke, and the WRNS Selection Board for Officers gave way to the Admiralty Interview Board at H.M.S. Sultan.

Equality of the sexes arrived on the scene. The WRNS officer in charge became the

commanding officer, the executive officer appointment went to a man, and the complement was adjusted so that 14 per cent. of the ship's company would be male. Luvly, luvly. A draft to Dauntless!

A history of Dauntless has just been published. As it says, "the sailors adapted well to their new environment."

Most significant of all, however, was that the establishment was falling to bits. Literally.

It was becoming too expensive, to hold the place together, and the decision was taken to transfer to temporary accommodation at H.M.S. Raleigh until new permanent accommodation there was completed in April 1982.

Arrangements were completed for the final ceremonies and events to take place during July and August this year, with a ceremonial sunset marking the end of an era.

Will it be a good thing?

There was a lot to be said for Dauntless being all female, for being where it was, and for the successful way it operated. It is sad to see it all ended, and hopefully the place will not be allowed to fall apart and rot away. Best to have a clean sweep.

What has happened was no doubt inevitable, due to stringent economies in the Service, the inescapable fact that the shanty town was collapsing, and of course to fem. lib. They're all "personnel" now, and strong arguments can be advanced for a new-entry establishment for both sexes, particularly when the facilities are good.

#### ● History book

A booklet, "H.M.S. Dauntless — a History on Decommissioning 1945-1981," has been written by Stephanie Chambers, Janice Edwards and Patrick Oates.

While they do not claim to have got together a complete record, they have succeeded, at a modest price, in putting together a kaleidoscope of the time there, capturing the spirit and humour of the place.

The price is £2 per copy, plus 34p postage and packing. They can be obtained from First Officer J. Makeating, WRNS Training Officer, H.M.S. Raleigh, Torpoint, Cornwall.

Any profits will go to encouraging young people to join the Royal Navy and the WRNS.

# Dauntless farewell

Events marking the move from Dauntless have included the presentation of a commemorative plate from the people of Burghfield. Here it is held by the commanding officer (Chief Officer Lois Francis) and ex-AB "Lofty" Woodcock, who served four years at Dauntless in the late '40s and survived as a bachelor throughout! (For a time, he was the only man there). The plate was presented by the Lord Lieutenant of Berkshire at a parade organized at Willink school by the villagers to say "goodbye". Now it will find a home in the new WRNS block in H.M.S. Raleigh.

Picture POWren(Phot) E. D. S. Walker.





# High time for Dido

An attempt on the highest peak of the Atlas Mountains was among the wide variety of activities which lay in store for the men of H.M.S. Dido during a two-and-a-half-month deployment to the Mediterranean.

A list of places visited by members of the ship's company sounds like a tourist itinerary: Gibraltar, Tangier, Casablanca, Marrakesh, La Spezia, Toulon, Genoa, Palermo, Naples, Monte Carlo.

Main reason for the Dido's voyage to the sun was to effect the U.K. contribution to the Naval On-Call Force Mediterranean (NAVOC-FORMED). For a month the Dido and R.F.A. Blue Rover exercised with four foreign vessels.

## GRAND PRIX

Work was interspersed by week-end visits to Genoa, Palermo, Naples and Toulon — the latter notable for "topless" beaches. During a day trip to Monte Carlo the Dido's sailors sampled the thrills of the most famous car race in the world, for their call coincided with practice day for the Monaco Grand Prix.

Before her NAVOC-FORMED duties, the frigate spent a two-week self-maintenance period at Gibraltar where a full sports programme was arranged.

Meanwhile an expedition to the High Atlas Mountains and the Moroccan desert city of Quazazale was undertaken by Lieut.-Cdr. Steve Slater and three officers under training — Sub-Lieuts. David Johnson and Philip Hearn, and Mid. Richard Barker.

## SNOWFALL

Object of the six-day expedition was to climb the highest peak in the range — Mount Toubkal (12,300ft.). The party reached 10,000ft. before being forced to turn back by a sudden, heavy snowfall.

The fourth day was taken up by a bus trip to Quazazale. After an overnight stop there the officers returned to Tangier via Marrakesh and Casablanca.

When the Dido returned to Devonport in July her sailors had quite a few stories to tell — plus £1,300 collected during the deployment and destined for the ship's adopted charity, Green Fold School for Mentally Handicapped Children, Bolton.

The cash was raised by a sports night on the flight deck, two bed-pushes up the Rock, sponsored slimming, a sponsored no-smoking drive and a sods' opera.

# SUMMER OF GOODWILL ON GULF PATROL



Changing the guard: H.M.S. Bacchante, all set to head homeward, refuels from R.F.A. Olmeda. On the tanker's starboard side, new arrival H.M.S. Rhyl replenishes while in the foreground is the present Gulf Patrol lead ship H.M.S. Argonaut. Over-flying the proceedings is a Sea King of B Flight, 824 Squadron, embarked in the Olmeda.

# Argonaut aid for Yemenis

Technical help for the Yemen Arab Republic's navy was on hand from H.M.S. Argonaut when the ship was en route to her Gulf Patrol duty.

The Argonaut called at

Hodeida in the Y.A.R., taking with her training aids, including a complete radar system for the Republic's naval school.

Within 30 hours the ship's company had installed the equipment, carried out repairs

to some of the Yemeni patrol boats, given technical advice, and the ship's divers led by Sub-Lieut. Dick Hale put on a demonstration for visiting Y.A.R. navy personnel.

WEMN1 Barney Ross and members of his team who installed the training equipment were presented with a Yemeni navy crest by the commanding officer of one of the patrol boats.

## Fair day

The Argonaut had sailed for the Gulf on July 9, transiting the Suez Canal during July 24-25. On the day of the Royal wedding the ship's company celebrated by holding a fair on board, and that event — the first of a series planned by the frigate — raised £106 for the welfare fund and charity.

H.M.S. Argonaut, under the command of Capt. C. H. Layman, relieved H.M.S. Bacchante as lead ship of the Gulf Patrol on August 3. The new arrival was in company with H.M.S. Rhyl and the fleet tanker R.F.A. Olmeda with the Sea Kings of 824 Squadron's B Flight embarked.

H.M.S. Minerva had been dispatched to the Mediterranean several days earlier and she and the Bacchante were due to reach Devonport on August 27.



ABOVE: Oh, what a bootiful baby! ... MEM(M)1 Jock Dougharty (with bottle) won the "Bootiful Baby" competition during a Royal wedding day charity fair held on board the Argonaut. With him is his "nurse," JMEM DIB Dobbe.

LEFT: Thanks for everything ... the commanding officer of a Yemen Arab Republic patrol boat presents his navy's crest to WEMN1 Barney Ross who, with his team from the Argonaut, installed training equipment in the Yemeni naval school at Hodeida.



# Hot time in the old town

H.M.S. Rhyl has become the first Royal Navy ship to visit Port Sudan for two years, entering Sudan's main outpost on her way to the Gulf Patrol.

Although it was the hottest time of the year in one of the hottest places in the world — and the Moslem Festival of Ramadan forbade alcohol — it was a successful run ashore.

The Red Sea Club made the ship's company welcome and many explored the town with its bazaars and camels.

The Rhyl left Chatham on July 6, arriving to start patrol duty on August 2. En route she exercised with the nuclear carrier U.S.S. America and one of the battle groups of the U.S. Seventh Fleet.

# Phew! What a banyan

Breakfast on the beach at Bandar Khairan, Oman, came during a welcome rest ashore for sailors in the Gulf Patrol ship H.M.S. Minerva.

As the Arabian summer is very, very hot (33 degrees C in the shade) banyans are more comfortably held soon after the sun rises, when it is relatively cooler.

The Minerva, in company with H.M.S. Bacchante, also visited Mogadishu in the Somali Republic in mid-June. There she was able to lend a helping hand to assess the extent of flooding inland; as the Somalis have no helos the Minerva's flight stepped into the breach to fly a Somali official over the stricken area.

Both frigates, with the fleet replenishment ship R.F.A. Regent, took part in a sports day in July, venue for the competition being the Minerva.

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## Photographic memories . . .

Regular readers of Navy News are well aware of the consistent and often outstanding quality of work produced by the Royal Navy's Photographic Branch.

Navy "photos" provide nearly all the pictures in this newspaper and have made a significant contribution to various awards which we have been proud to receive over the years. The Branch holds its own annual competition when independent judges conduct the near-impossible exercise of selecting the "creme de la creme."

This year the occasion was coupled at H.M.S. Excellent with a reunion attended by more than 400 current and former Branch members and their guests. Past photographers totalled 120, who travelled from all parts of the British Isles. The Peregrine Trophy Competition, open to all serving specialist photographers, is divided into monochrome, colour print and colour transparency sections. As usual the incentive to enter was increased by the number of attractive and valuable prizes donated by several photographic companies.

### EXCELLENT SUCCESS

The judges — Lieut. Cdr. "Tiny" Little R.N. (retd.); ex-Warrant Officer photographer Mr. George Crouch; and Mr. Jack Richards of the Press Association — spent much of the afternoon on their difficult task of selecting the nine prize-winning entries from a total of 430. Peregrine Trophy went this year to the home team, H.M.S. Excellent — whose name once again tells its own story—while "High Jump", a colour print of a Sea Harrier taking off from H.M.S. Invincible's Ski Ramp taken by CPO(Phot) Alan Fowler of the Directorate of Public Relations (Navy), was adjudged picture of the year.

Prizes were presented by Rear-Admiral E. R. Anson, Flag Officer Naval Air Command. After the presentation came the serious business of enjoying a superb buffet, renewing old acquaintances and dancing to a lively disco in Whale Island's drill shed, decorated to resemble the hangar of an aircraft carrier rigged for a social occasion.

The event proved to be a memorable occasion and provided sufficient reward for the efforts of the organising committee and the photographic staff and students at H.M.S. Excellent.



CPO(Phot) Alan Fowler receives the top prize in the colour print section from Rear-Admiral E. R. Anson. His winning entry, "High Jump," was also chosen as Photograph of the Year.

### RESULTS

Peregrine Trophy — H.M.S. Excellent.  
Picture of the Year — "High Jump" by CPO(Phot) A. Fowler, of DPR(N).

#### MONOCHROME

1, "What's the buzz?", CPO(Phot) R. Smart, H.M.S. Warrior — Cambo Camera (De Vere Ltd.). 2, "Three Musketeers," PO(Phot) P. Holdgate, Cdo Forces R.M. — £140 cheque (Ilford Ltd.). 3, "Cordite Cloud," CPO(Phot) M. Gilbert, FOSNI — £25 cheque (Technica Ltd.).

#### COLOUR PRINT

1, "High Jump," CPO(Phot) A. Fowler, DPR(N) — Pentax Camera Outfit (Leeds Camera Centre). 2, "Falcon Fancy," LA (Phot) T. Paul, H.M.S. Excellent — £100 voucher (Kodak Ltd.).

#### COLOUR TRANSPARENCY

1, "Defence Cuts," LA(Phot) R. Toyer, H.M.S. Excellent — Studio Lighting Kit (Promandis Ltd.). 2, "Fancy Dress," LA(Phot) R. Toyer, H.M.S. Excellent — £50 (Durst (U.K.) Ltd.).



"High Jump" by CPO(Phot) Alan Fowler. This shot of a Sea Harrier leaving H.M.S. Invincible's ski-jump ramp was first in the colour print section and voted Photograph of the Year.



Another bird poised for t  
Fancy" by LA(

# PICTURES PAR



"What's the buzz," by CPO(Phot) R. Smart, first in the monochrome section. Admiral Sir John Fieldhouse chats to a member of a guard of honour.



"Three Musketeers" by





for take-off and an apt subject for a Peregrine Trophy entry. "Falcon" LA(Phot) T. Paul was second in the colour print section.

# EXCELLENCE!



Double triumph in the colour transparency section for LA(Phot) R. Toyer, of H.M.S. Excellent. Top right: "Defence Cuts" is the whimsical title for this winning study of submarines alongside at H.M.S. Dolphin for Christmas leave. Right: Second-placed "Fancy Dress" says it all as a naval wife prepares her youngster for the big parade.



"Light at the end of a tunnel" by PO(Phot) P. Holdgate, second monochrome. Light at the end of a tunnel for a Commando trio.



"Cordite Cloud" by CPO(Phot) M. Gilbert, third monochrome. The camera was so close to the action you can almost hear the bang.



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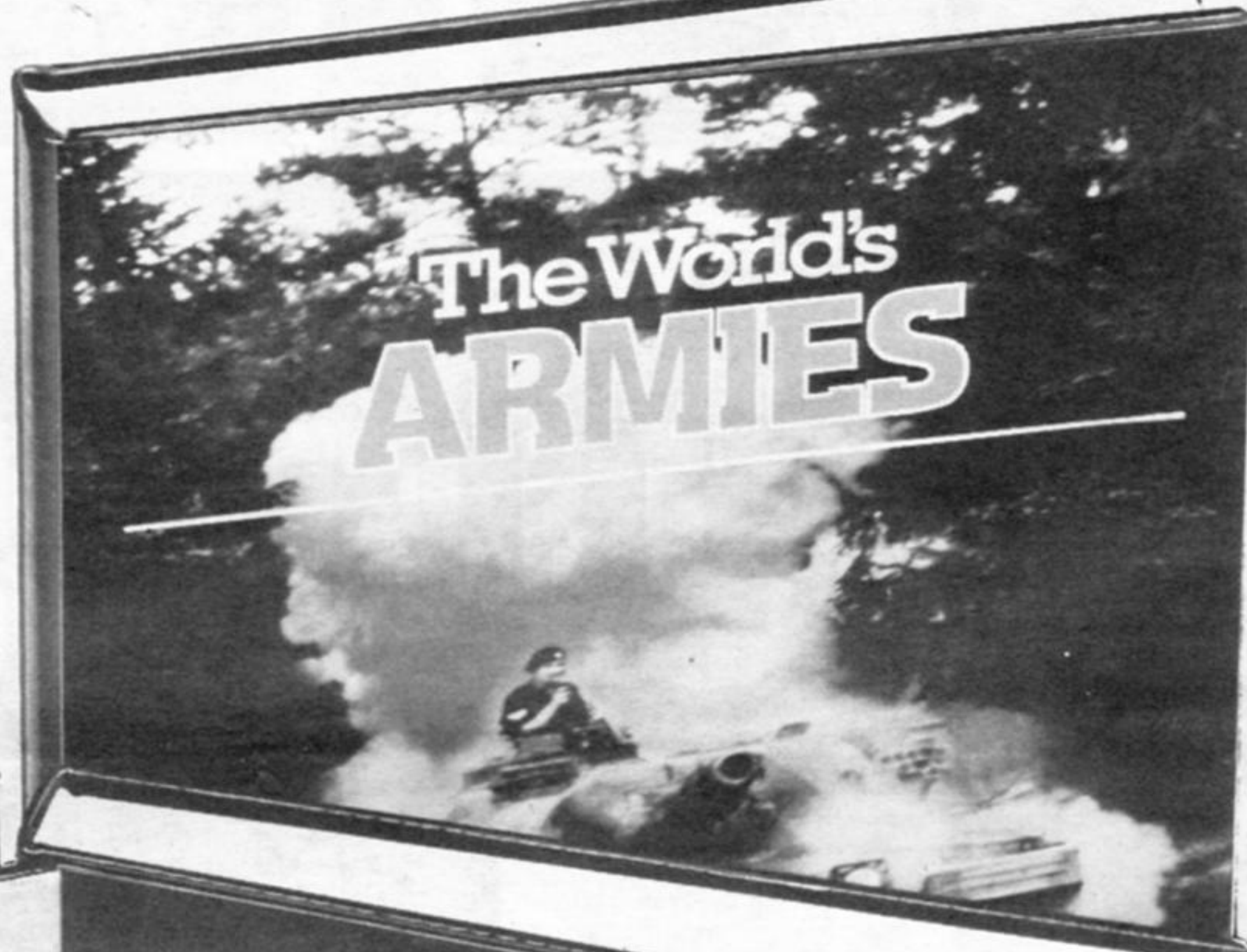
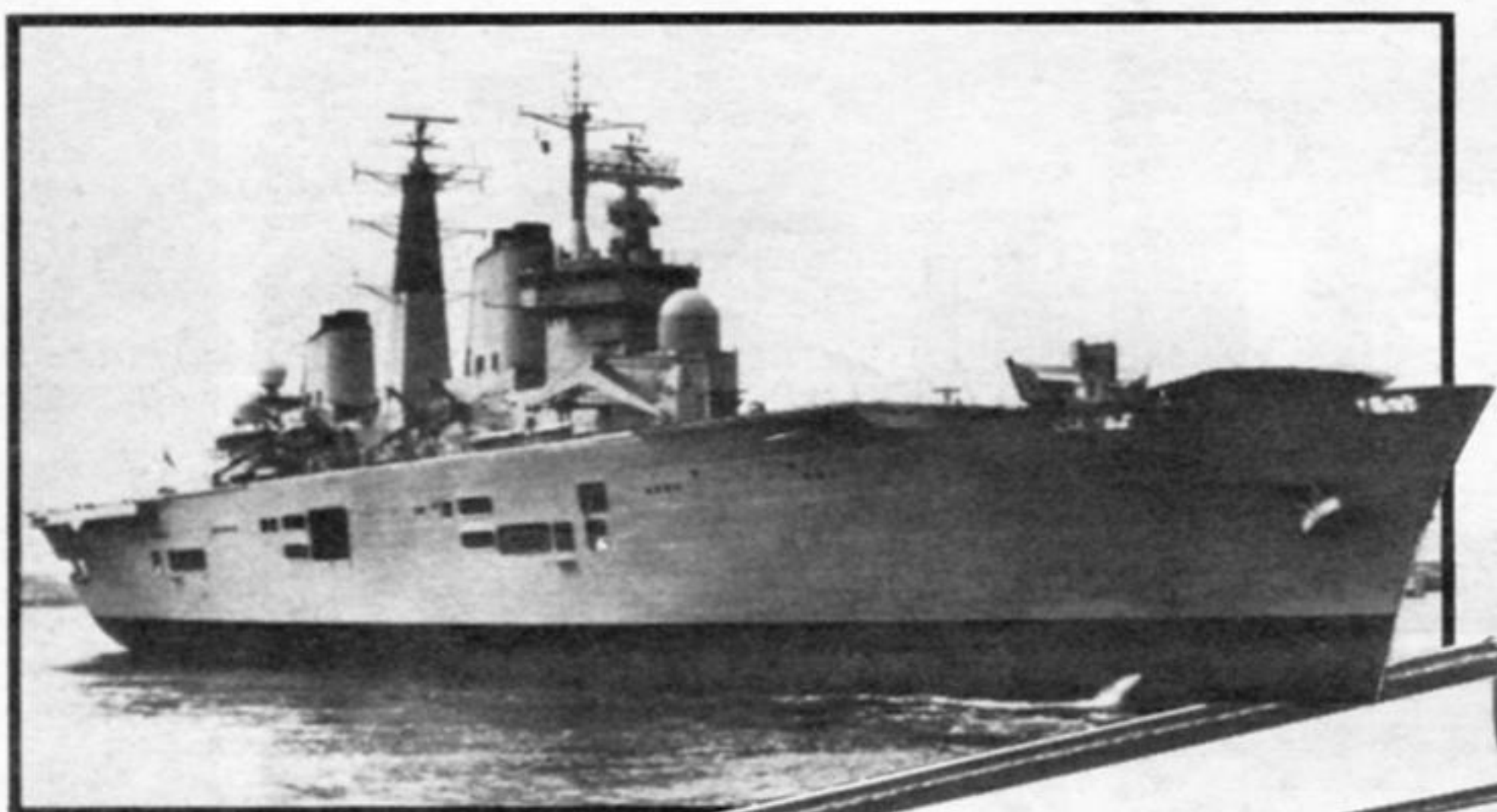
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# From the Armada to Jutland

## BOOKS

# Jellicoe: Shamed hero

The Royal Navy had a second Nelson (so patriotic fervour believed), and in World War I, when the German battle wagons came out for the great confrontation with the British Fleet, the enemy would be wiped off the seas.

In the event, it happened rather differently. Our hero, Admiral Lord Jellicoe, had to bear the brunt of the nation's bitter disappointment.

The confusion of the Battle of Jutland is vividly recalled in 'Jellicoe,' by John Winton, published by Michael Joseph (price £12.50).

From the start, the young Jellicoe, though small in stature, was a bright lad in the Service, and was marked by his superiors for great things.

He served in sail, survived the sinking of H.M.S. Victoria after the collision with the Camperdown, and nearly died when shot through the lung while fighting ashore in the Boxer Rebellion in China.

Popular with the girls ('I was engaged at every rank'), good at sport, keen on naval competitive activities, idolised in the Fleet, and passionately loyal to his friends, he was everything that could be expected of an officer.

To him fell the task of leading our most powerful fleet into action at a time when he was 'the only man who could lose the war in one afternoon.' The more one studies the battle, the easier it is to realise that it might well have happened that way.

In these days of instant communication it is hard to imagine the Admiral aboard H.M.S. Iron Duke trying to corner and annihilate the enemy when nobody seemed to tell him anything.

About two of the R.N. commanding officers, the author says that having seen German ships they took no action, either to open fire or to report to Jellicoe.

'These dear devoted blockheads steamed steadfastly onwards throughout the night. They would have died for Jellicoe, but they would not send him a signal.'

There was one signal, however, from the dashing Admiral Beatty, which was regarded as meaning, 'If you follow me sir, we can annihilate the enemy.' It caused much recrimination afterwards, suggesting that Jellicoe was the cautious stick-in-the-mud, even cowardly.

Two facts emerged from the

battle. One revealed the British lack of training in night action, and the other the appalling absence of a proper communications organisation. As the author points out, 'failures to report the enemy eventually began to go from the regrettable to the incredible.'

Obviously Jellicoe cannot escape his own responsibility for the captains' lack of awareness about shadowing and reporting, and he himself was badly served by Admiralty information, but our Fleet went into action for a second Trafalgar having had little experience since the first one.

Being so unprepared, Britain was fortunate to have survived a confrontation which they could hardly describe as a victory, and which yet resulted in the German Fleet never coming out again. They

'legged it for home' leaving the Royal Navy in possession.

Jellicoe got a hammering in the press, but later that year he was appointed First Sea Lord, handing over command of the Grand Fleet to Beatty.

His luck was out in Whitehall as he failed to shine in the efforts to force the Navy to accept the idea of convoys to protect merchant shipping against the U-boats, the vitriolic Lloyd George describing him as 'one of the numbskulls at the Admiralty.'

He also became regarded as a defeatist, and on Christmas Eve 1917 was curtly dismissed and given a peerage.

It was a sad finale to a life which had showed such promise, but he displayed something of his character in the manner of his going. He did not demur, nor did he at any time try to defend himself.



From 'Jellicoe' by Captain. E. Altham, Blackie & Son 1938.

Left — Jellicoe, aged 70, playing cricket for the Admiral's XI at Pangbourne in 1929.

Below — Sir Francis Drake.



National Maritime Museum.

# SPANISH TRAGEDY

Every schoolboy knows about the Spanish Armada — how the great invasion fleet of King Philip of Spain arrived in the Channel to be set upon by Francis Drake and his mighty men. The shattered remnants tried to escape up the North Sea and round the British Isles, only to be finished off by Atlantic storms.

The truth of it is somewhat different, and in fact has some parallel with that other Jutland, which was also a battle in which neither side had all that much to shout about.

Author David Howarth thought it was time to set the record straight, and has done so in an excellent historical narrative, 'The Voyage of the Spanish Armada — The Spanish Story,' published by William Collins (price £8.95).

When the Duke of Medina Sidonia tried to set sail with his fleet of 130 ships (not so easy when the wind didn't blow the right way), he had hardly ever been to sea and would certainly rather not have interfered with the pattern of

his life. But he was loyal to his fanatical sovereign, and eventually got going.

Many of his fighting ships looked enormous with their built-up 'castles' fore and aft to accommodate the soldiery, the idea being that they would lie alongside enemy vessels and take them by boarding. The ships, therefore, were packed with humanity.

They had food, water, and storm problems in plenty before they ever reached the Channel, but then they got just the right wind and made their way (though only at the speed of the slowest).

Drake and his lads did have a crack at them, but it was more bang and bluster than history has told us.

Apparently the cunning English had been devising new ships and tactics. The ships themselves were without 'castles' and topmasts, making them whippets of the sea compared with the Spanish. They had plenty of guns too.

The curious situation arose that the Spanish could not go fast enough to get alongside the English, and when the

English tried to pepper the Spaniards a tight defensive formation defied them. The flying cannon balls appear to have disturbed the waters of the Channel, but little else.

Up the Channel in the Narrows, fire ships were tried by the English. Though these failed, the Spaniards did lose many of their anchors, which they left buoyed but could not recover because of contrary winds.

The enemy also failed in their purpose to join their ally the Duke of Parma and his supporting 'fleet,' leaving them no other course than to get back home round the top of the British Isles.

Then began the final chapter of the great human tragedy. The crowded ships, mostly unsuited to Atlantic storms, and crowded with sick, wounded and starving men, got a real hammering. They could have done with those anchors lost at Calais.

What the weather did not do, the 'savage' Irish and a few others did. The English, says the author, emerged

from the subsequent slaughter with a slightly less tarnished image, but the emaciated victims found precious little in the way of succour or pity.

In the end, about 60 ships straggled back to home ports, the vessels virtual wrecks and many of them aboard beyond aid.

They should never have been sent on this mad expedition by a man who listened to nobody, but when they got the chance to fight they fought well.

Back in England the nation waited weeks in case the Armada came back, nobody shouting about 'victory,' but eventually a service of rejoicing was held in St Paul's.

Mr. Howarth says that the inscription on the medal which the Queen had cast came nearest to putting the battle in its proper light — 'God breathed and they are scattered.'

Both sides, of course, believed they had the Almighty on their side, which is a reminder of that famous remark attributed to Him — 'My God,' said God, 'I've got my work cut out.'

# Jane's drums out another warning

Anyone facing the annual task of writing the foreword to a naval reference book must groan (inwardly at least) at the very sound of Russia and its growing strength.

Year after year there are variations on the same theme, the only apparent difference being that the strong get stronger and the weak get weaker.

So, once again, Captain John Moore, R.N., as editor of 'Jane's Fighting Ships 1981-82,' beats the drums of warning to a Western world which is up to the eyeballs in domestic problems.

It might be concluded that there's a fat chance against the Russians for societies unable or

unwilling to control a few hundred louts in the inner cities.

Yet somehow the message has to be got across, and Jane's is only part of the chorus pointing out the choice to the Western world — either to maintain armed strength to deterrent levels, or accept the possibility of becoming another Poland, threatened with the gun and bomb if they shout too much for the right to determine their own future.

Captain Moore points out that in the two years from May 1979, the only major warship ordered for the Royal Navy was one nuclear submarine whereas in the last year alone the Soviet Navy completed 40 new ships, including one submarine every four to five weeks. In the same

period 18 ships and submarines were delivered to the United States Navy.

He believes that new and proven ideas could provide enormous savings in naval ship construction.

'Because of the lengthy process of ship design and construction,' he says, 'the general naval approach to innovation has been, on the whole, conservative.'

'With certain notable exceptions the official barricades appear to be raised against new ideas.'

'This tragic mixture of jealousy and lack of comprehension is putting the naval defence of the West in jeopardy.'

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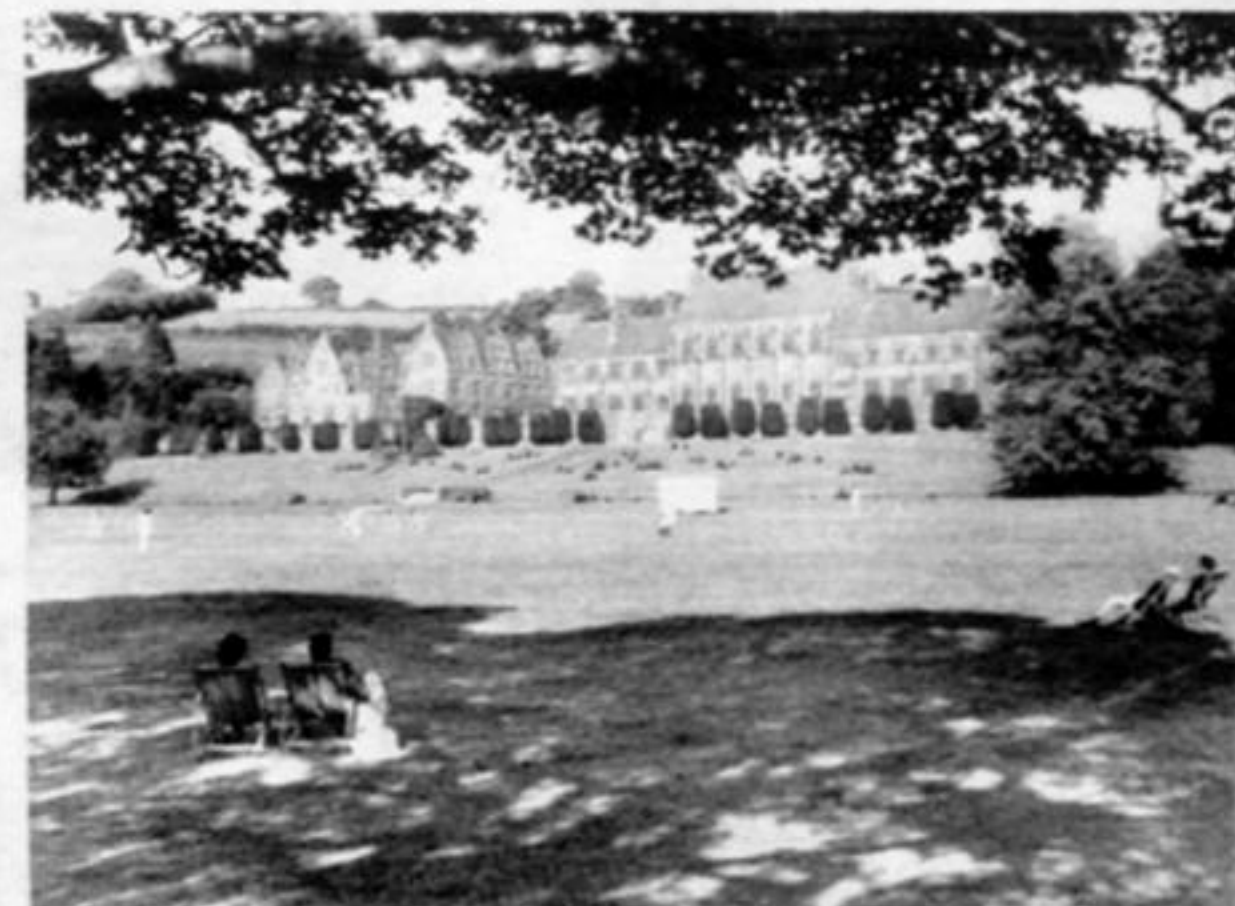
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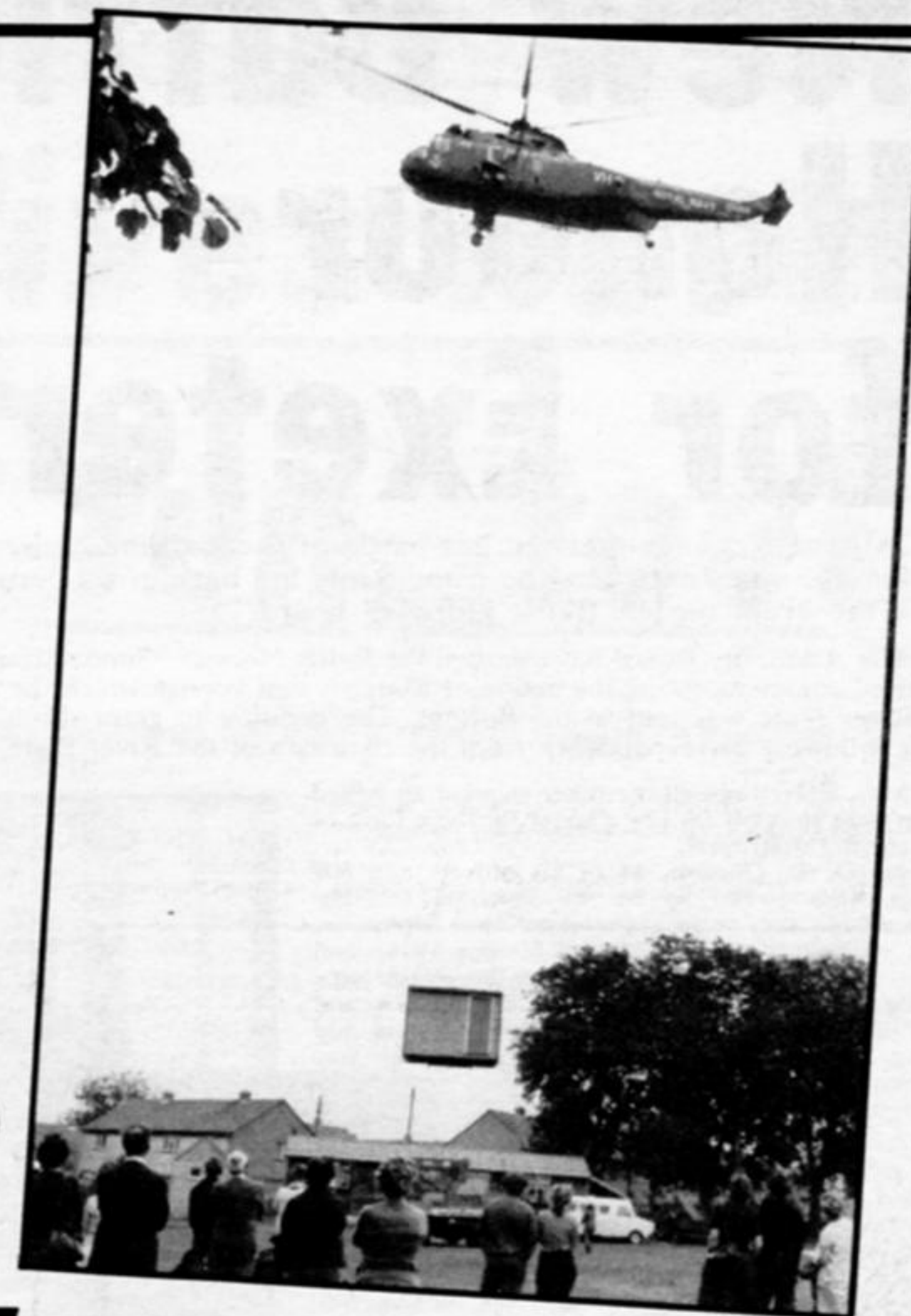
## HELPING HANDS



Left — A happy interlude for patients and staff of the Princess Margaret Rose Orthopaedic Hospital in Edinburgh, as members of the POs' Mess, H.M.S. Cochrane, present a suitably decorated, outsize £2,700 cheque raised during a sponsored wheelchair push.

### Help from on high

Right — A dialysis unit for a kidney sufferer is lowered by a Sea King helicopter from 846 Squadron, based at R.N. air station, Yeovilton. See story below.



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Sailors and Wrens from H.M.S. Cochrane went on a "big wheel" that never left the ground — and raised £2,700 for the Princess Margaret Orthopaedic Hospital, Edinburgh.

Their 20-mile sponsored wheelchair push was inspired by the nursing staff of the hospital and the POs' Mess in H.M.S. Cochrane as a Year of the Disabled event.

Twenty wheelchairs took part, pushed by teams from Cochrane, Maritime Headquarters, Pitreavie, Flag Officer Scotland and Northern Ireland's headquarters, H.M.S. Scotia, H.M.S. Yarmouth and H.M.S. Claverhouse. A team of Wrens were first past the post, having covered the 20 miles in seven hours.

Twenty Wrens from H.M. ships *Sultan* and *Centurion* raised a few eyebrows when they confronted prospective sponsors with a form headed "Knit's Name!" No insult was intended, however, the ladies were seeking support for a sponsored "Knit-in" which raised £275.51 for the WRNS Benevolent Trust.

A team of six runners from H.M.S. *Illustrious*, the carrier building at Newcastle, took part in the Great Tyneside People's Marathon and raised £170 for the Charlie Bear Scanner Appeal, launched by Newcastle Area Health Authority.

The runners were CMEA(P) John Smith, who had the fastest time (3 hours 36 minutes 04 seconds), POPTI Jed Stewart, FCPO (OPS)(M) Malcolm

Cooper, WEA1 (AD) Rick Wiseman, MEMN1(L) Dave Palethorpe and MEMN1(L) Mick Milnes, who at 18 stone, was the heaviest of the 2,000 competitors. The runners were supported by a wagon driven by FCMEA(H) Sam Butler and managed by CPOSA Scott Curry.

Using materials supplied by the Isle of Wight Round Table, the County Council and local businesses, eight Air Engineering Artificer Apprentices from H.M.S. *DAEDALUS* built an adventure playground for the Newport Children's Home on the Isle of Wight.

Members of H.M.S. *Dolphin* Sub Aqua Club pushed a rubber duck across Stokes Bay, near Gosport, to raise funds for their club and the Royal National

Lifeboat Institution. The "push over" raised £280, which will hopefully be increased when the club holds a "Come and Try Evening" at H.M.S. Collingwood pool at 2000 on Sept 9.

When H.M.S. *Intrepid* was deploying in Scandinavia, £1,000 was raised by the ship's company for St Mary's Hospital, Portsmouth. The money will be used for special inhaler machines designed to prevent asthma attacks in babies and small children.

Nineteen members of St George Division, BRNC Dartmouth, re-decorated Churchtown Farm Centre, for physically and mentally handicapped people in Bodmin, saving an estimated £2,000 in contractors' fees.

## Trendy walkers

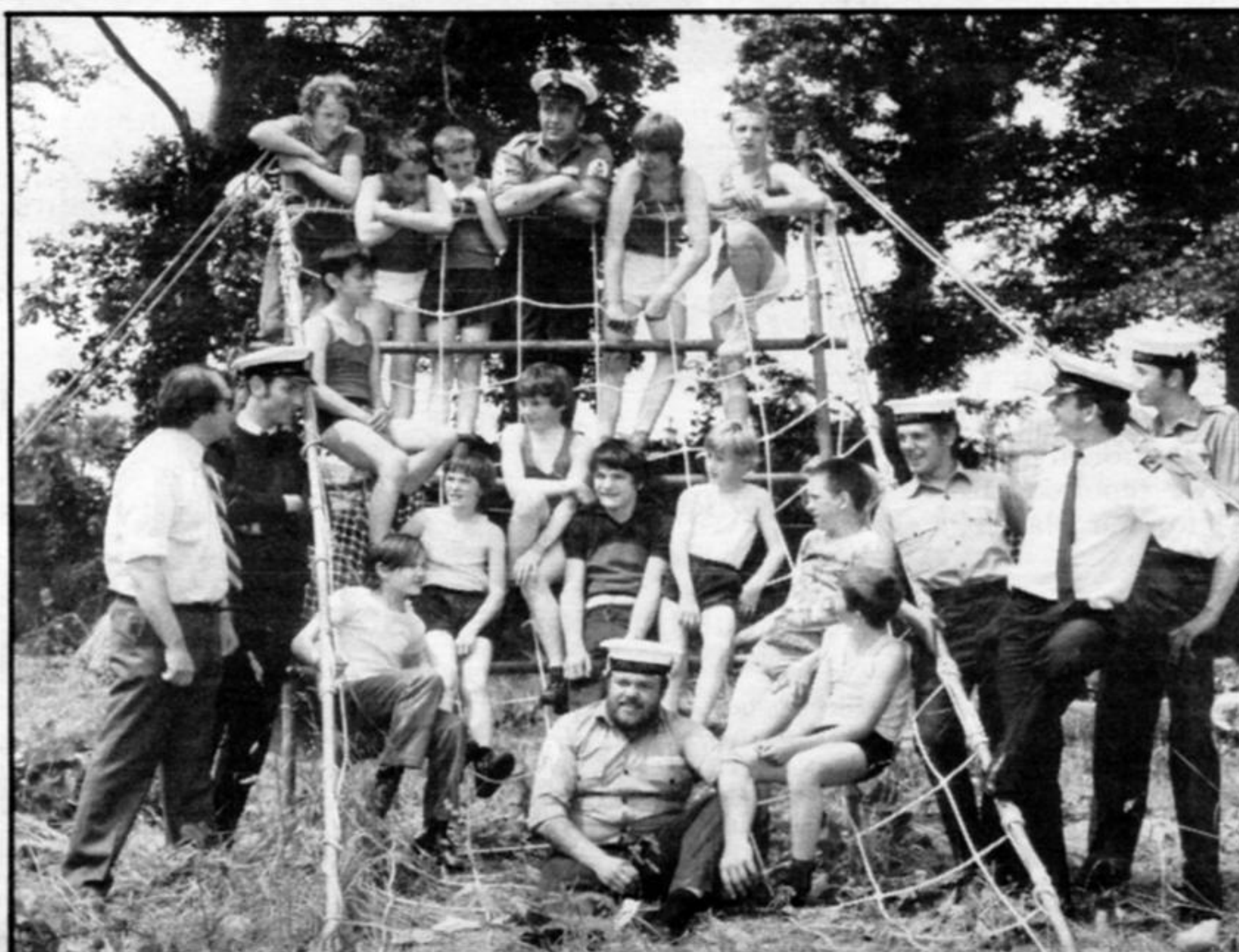


A trendy style in hats for sailors of H.M.S. Ajax, pictured here at the start of a 65-mile sponsored walk from Devonport to Redruth, which raised £500 for St Christopher's School, Redruth. The trendsetters are (back row, l to r) Peter Farmer, Martin Barker, Glen Palfreyman and Christopher Nixon, and (front row) Ian Harrison and Jack Wilkins.

Picture: PO(Phot) Mick Cunningham.

## That'll keep 'em active!

Schooldays promise to be the happiest for pupils of Mount Tamar School, Higher St Budeaux, Plymouth, seen here with members of the ship's company of H.M.S. Active, who spent a week building an adventure playground for the 80 pupils of the school. The working party are Lieut.-Cdr. Warren Benbow (left), the first lieutenant; PO Percy Mason (top); and (below right) AB Riches, Sub-Lieut. Alan Rycroft, and SEA Tiny Brimmacombe. Seated is LWEM Oakley.



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# New Battle Honour for Exeter

Almost 40 years after the last battle of the wartime cruiser H.M.S. Exeter, the ship that bears the name today has been given permission to mark the event on her Battle Honours board.

The Admiralty Board has awarded the Battle Honour "Sunda Strait 1942" to the ship, commemorating the action of March 1 that year in which the veteran of the River Plate was sent to the bottom. The decision to grant the honour was made following correspondence from the chairman of the River Plate Veterans.

H.M.S. Exeter and all the other ships of an Allied group were sunk off Java by a larger Japanese force of cruisers and destroyers.

Capt. O. L. Gordon, 44 of his officers and 607 ratings were picked up by the Japanese and imprisoned. As they were not released until September 1945, no awards were made until January 1946 when Capt. Gordon became a C.B. and the engineering commander became a D.S.O. Three D.S.C.s and eight D.C.M.s were awarded, and 17 officers and ratings were mentioned in despatches — one posthumously.

## 'EXCEPTIONAL CASE'

In recounting the action the Admiralty Board has decided that the Battle Honour was justified in that this was "an exceptional case where outstanding efforts were made against overwhelming odds."

The award had not been made known to Navy News when we, coincidentally, gave "Java Sea 1942" as one of the Exeter's Battle Honours when she was featured in our Ships of the Royal Navy series in the July edition.

Her full Battle Honours are now: Sadras 1782, Providien 1782, Negapatan 1782, Trincomalee 1782, River Plate 1939, Sunda Strait 1942.

● H.M.S. Exeter Flight was embarking on September 4 following its commissioning at Exeter Air Day.

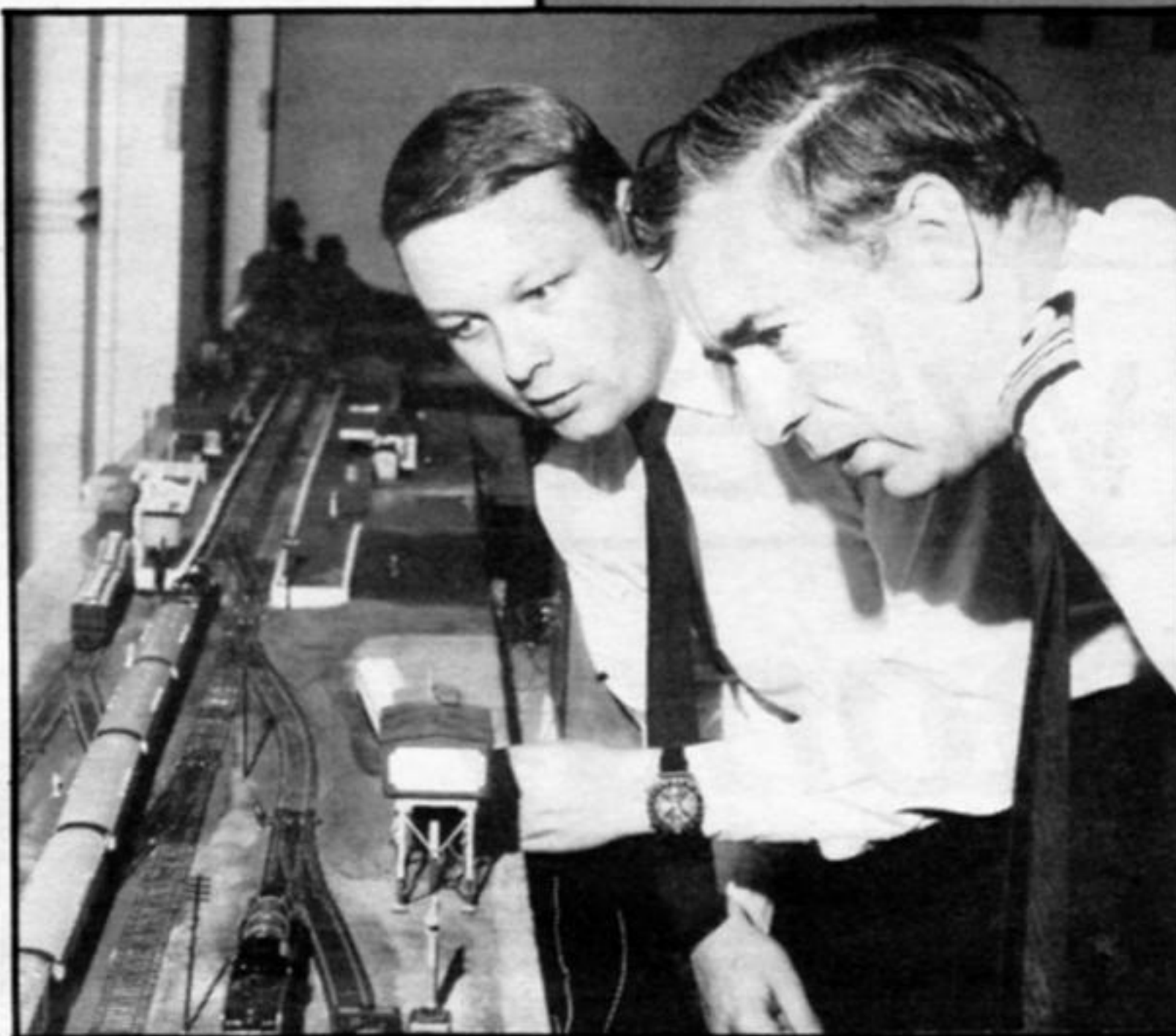
The time and place of the event was chosen after a request by Exeter City Council. Inspecting officer for the ceremony, on July 11, was Rear-Admiral E. R. Anson, Flag Officer Naval Air Command and president of the Air Day.

## Club run on model lines . . .

On the right tracks — that's the new H.M.S. Nelson Model Railway Club. Formed last November, the club now has a membership of about 35, including members of Nelson ship's company and the Fleet Maintenance Group.

At present the club is completing a large layout in OO (4mm) scale, using materials such as soap wood. Rolling stock is provided by the members themselves, and many of the buildings are scratch-built.

● Pictured studying a section of the layout are Lieut. A. M. Bryne (club manager who put forward the idea of a model railway club) and the first lieutenant of H.M.S. Nelson (Lieut.-Cdr. R. H. Hamblin).



## That was a princely idea

When Cdr. the Prince of Wales read a Navy News report of the first Mountbatten Night Dinner of the Senior Rates Mess, Staff of the Commander-in-Chief Naval Home Command, he was prompted to suggest a presentation to the mess.

As president of the H.M.S. Kelly Reunion Association, Prince Charles suggested to the association's secretary that they might consider presenting the mess with a framed print of H.M.S. Kelly at Namsos.

Nine survivors from H.M.S. Kelly attended the presentation made to FCPO Ken Smith,

president of the Mess, by Mr. "Rocky" Wilkins, the association's secretary.

The original painting of H.M.S. Kelly was commissioned by Lord Mountbatten as a tribute to the Kelly survivors on his 80th birthday — a tribute overtaken by the tragedy of his death.

## CALLING OLD SHIPMATES

Mr. A. V. Wood (Slinger LTO) 150 Hainault Avenue, Westcliff-on-Sea, Essex SS0 9EX, would like to hear from former shipmates H.M.S. Cleopatra (1942-43), H.M.S. Orwell (1943-45), and particularly Mr. J. H. Woolley of H.M.S. Heythrop (1941-42).

Mr. V. Aldiss, 19 Arnos Road, New Southgate, London N11, who served as a coder in H.M.S. Landguard 1944, would like to contact shipmates from any of the former U.S. Coastguard cutters who were transferred to the Royal Navy during the Second World War.

Mr. R. F. James (ex-PO), 36 Beauworth Avenue, Harefield, Southampton SO2 5GL would be pleased to hear from any readers who served with him in the N.E.F. (Naval Expeditionary Force) in the Second World War, which mined the Rhine and other rivers before the Dunkirk evacuation.

Mr. C. W. Redman (ex-LS), 100 Canon Cockin Street, Hendon, Sunderland, Tyne and Wear, would like to contact CPO Minter and GC Mate who served with him alongside the Royal Engineers in Crete.

Mr. R. W. Hewlett, survivor of H.M.S. Repulse, 8 Battenbury Place, Torbay, Auckland 10, New Zealand

who attended the 30th anniversary reunion of the sinking of the Repulse at the R.N.A.'s Griffin Club in Plymouth, 1971, will be returning to Plymouth on December 10. He hopes the 40th anniversary of the loss of Repulse will be commemorated and he will be visiting England from October 3 to January 2. He would be delighted to meet some of his former shipmates.

Mr. Stuart "Robbie" Robertson, 124 The Hollands, Park Road, Hanworth, Feltham, Middx., telephone 01-898 7315, former member of the Third Collingwood Battalion in 1915 at the Crystal Palace, and member of Hanworth branch of the Royal Naval Association, would be delighted to meet any of the survivors who live in or near his area and invite them to the R.N.A. Club. This can be arranged provided they write to or phone him in advance.

Mr. C. W. Paine, 10 Goodwins Close, Baldwins Hill, East Grinstead, West Sussex, RH19 2BL would be pleased to know where he could obtain a copy of "Dress Rehearsal" by Quentin Reynolds about the Dieppe Raid.

# THE PUSSER'S TOT TALE CONTEST!

2nd Place Winning Story by D. K. Cranwell, Ex-Yeoman of Signals

## "THE CLEAN JERK"

Whilst serving in the submarine depot ship H.M.S. Montclare at Rothesay in 1948, I became involved in a tot-time dispute that concerned the physical strength of two of my friends in the Petty Officers' mess.

Tiffy, a useful sportsman — probably at his best at that time and well-known for accepting mess-deck challenges such as press-ups and arm wrestling—and Blackie, the ship's blacksmith nearing the end of his career, but still strong in the arm. One day, shortly after "up spirits" had signalled the usual animated and Blackie had casually mentioned (in a loud voice!) that in his foundry he daily exercised with a bar-bell he thought might be too heavy for any of those present to lift, in fact, he was willing to bet his tot that the bar couldn't be "clean jerked." I suppose it was a foregone conclusion that someone, especially after his tot, would challenge that claim. Tiffy was that someone.

Now Tiffy, although keen to consume someone else's tot, was no fool, and had no intention of appearing one, as he showed when he accepted the bet provided a third party sighted the bar, to prove the bet viable. The P.T.I. and myself volunteered and we found an ordinary bar-bell which we examined by rolling and lifting. When we reported our findings, Tiffy promptly upped his challenge to a week's tot and Blackie, in the face of telling remarks, reluctantly agreed.

A few days later a number of Petty Officers gathered in the foundry where Blackie could be seen dressed in his usual overalls and sweat rag, and Tiffy, the centre of attraction in his singlet, shorts and gym shoes. The P.T.I., who would act as the referee, with a touch of showmanship, whipped away the canvas covering, and with a reminder that the test was to be a "clean jerk," Tiffy, amid cheers and jeers, bent to his task. Firmly grasping the bar, he gave an almighty heave and nearly ruptured himself for life! Blackie had spot-welded the bar to the deck!



D. K. Cranwell, Ex-Yeoman of Signals and 2nd place winner in the Pusser's Tot Tale Contest.



The Submarine Depot Ship, H.M.S. Montclare, in which the challenge took place in 1948.

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## Day of pride as 87 standards go on parade at the Royal Tournament

# FLAGS MAKE ARENA DEBUT

Standards of the Royal Naval Association made their debut at the Royal Tournament on July 21, when they were paraded there for the first time.

It was a proud occasion — as much for those taking part as for shipmates in the audience, including the Association's president, Vice-Admiral Sir Ernle Pope and Lady Pope.

The Earls Court parade, under the direction of Shipmate Alf Woonton, chairman of the National Council, included 87 standards representing branches and areas throughout the United Kingdom. They were led by the national standard of the Association carried by Shipmate Peter Dickson, national standard bearer for 1982.

As the Royal Navy topped the bill at this year's Royal Tournament, the R.N.A. presence was an open declaration of the bonds existing between the Association and the Navy.

### Precision

As a public display of naval strength it will undoubtedly help recruit further members to the Association which was impressively represented at the Tournament by the precision, bearing and dress of the standard bearers.

Mentioning recruiting, **Crawley** are experiencing a dramatic increase in membership, though as yet they do not have a messdeck to convert meetings into real naval occasions. Until this is achieved the local branch of the Royal British Legion are making them very welcome.

Members attended H.M.S. Daedalus Air Day and the entertainment which followed, by courtesy of the FCPOs and CPOs Mess.

### Presentation

The next big event is a naval dance and buffet on October 3 at the Leisure Centre, Crawley to which all shipmates will be welcome. Tickets at £4 each are available from Shipmate S.



## ROYAL NAVAL ASSOCIATION

French, 39 Perryfield Road, Crawley, Sussex.

"Well done and thank you, Arnold" was the simple message when No. 2 Area committee and branch representatives met at Dartford to present their retiring national councillor, Shipmate Arnold Phillips, with a silver tray and a cheque.

### Island visit

Arnold has represented the Area for 12 years but is retiring because his eyesight is failing. He will continue as Area president.

H.M.S. Cleopatra's visit to Bangor, Northern Ireland was welcomed by shipmates in the area who are recovering from the round of celebrations the visit inspired. They entertained members of the ship's company and the Royal Marines Band of the Flag Officer Scotland and Northern Ireland.

The visit was such a memorable few days of music,

dancing and socialising that it is hoped that H.M. ships will pay courtesy visits to the province more often.

**Wolverhampton** are rejoicing at regaining the Pops Cup which has been held by other ex-Service organisations for the past three years.

The cup, presented to one of H.M. ships by a Chinese businessman in Singapore, is competed for annually by 22 ex-service organisations who vie with each other in dominoes contests and quizzes.

This year the event raised £60 for disabled ex-servicemen in the area.

Helping the disabled was also the aim of ten members of **Kings Lynn** and District branch. They undertook a sponsored walk in the grounds of Sandringham House, Norfolk and raised £400 for the British Limbless ex-Servicemen's Association.

### Battle tally

**Doncaster's** Spring Bank Holiday trip to the Isle of Man was a big success enjoyed by members of **Tyne and Wear**, **Newton Aycliffe**, **Runcorn**, **Chester**, **Preston**, **Battersea** and **Bradford**.

Wreaths were laid at sea in memory of former shipmates and **Liverpool** as usual came up trumps by providing lunch for about 200 on the outward journey.

Shipmates on the Isle of Man showed exceptional hospitality. Castletown Band took part in the parade and the commanding officer of H.M.S. Crichton provided an officer and six ratings as escorts.

Despite earlier efforts on the part of Navy News, **Lincoln** remains the only branch to hold

a Miss R.N.A. competition which was won this year by Miss Diane Townhill.

During H.M.S. Achilles's visit to Cardiff members of the ships company were guests at a dance attended by 350. The proceeds of an auction and a collection during the dance, raised £250 for Beech House for the handicapped, Ely Hospital, Cardiff.

Shipmates of **Kingsbury** and **Kenton** are trying to locate the owner of a silver medallion bearing the inscription "Presented to F. Collins for special good conduct and ability May 31, 1915." The medallion, unearthed during an excavation, shows an anchor, a lifebelt and a masted ship.

### Bangor visit

H.M.S. Achilles gave a magnificent welcome to members of **Torbay** branch who visited the ship when she anchored at Dartmouth.

In return Shipmate George Alder, president, presented a cap tally of the previous H.M.S. Achilles for the ship's trophy cabinet. The tally was worn during the Battle of the River Plate.

The branch was presented with a ship's crest and several pictures for the club premises.

In return for hospitality, shipmates of **Hanworth** were invited by those of **Waterloo** to a social evening at the WO's and CPO's Mess, H.M.S. Nelson.

**Purley** members visited **Eastbourne** where they were guests of their seaside shipmates.

Congratulations and jubilation were the order of the day at **Kirkby**, when the ladies and gents teams brought home two darts trophies.

For the ladies, in their first

## SWEET CHARITY

Meet the R.N.A. Charity Girls ... they are doing wonders for an appeal launched by Gosport branch to raise funds to provide "phonic ears" for two local girls. The lucky man with them is PO Ron Lowe, who happily parted with £210 raised for the appeal by WO's, CPO's and PO's of H.M.S. Dolphin. The word has spread it seems, for the appeal is also being supported by H.M.S. Sultan and H.M.S. Collingwood. Adding glamour to the fund raising are (left to right): Debbie Reynolds, Sharon Brambley, Andrea Grant, Jacqui Irwin, Kay Grant and Judy Rimmer.

Picture: Ivan J. Saunders.

year, it was something of a triumph, and duly celebrated with champagne.

Another highlight was the annual outing at Llandudno by

Friends of Rainhill hospital — all ex-Navy people — who are given this treat each year by Kirkby branch with Llandudno branch playing hosts.

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## REUNIONS

The second reunion of H.M.S. St Vincent Old Boys (1936-7) will be held on September 12 (1830 for 1900) at the Royal Naval Provost Headquarters, London. New members welcome. For details contact Mr. P. L. Green 01-842-2881.

The **Aircrewman Association** a.g.m. and social will take place at the Portland Heights Hotel, Portland on Sept. 26 (a.g.m. 10 a.m.), social 7.30 p.m. for 8 p.m. Tickets £6 per head available from Mr. Tom Downes, 53

Goldcroft Avenue, Weymouth.

Chatham branch of the **Royal Hospital School Old Boys Association** are holding their annual dinner-dance on September 26 at the Union Jack Club, Waterloo, London. Tickets at £8.50 are available from Sandy Parkinson, 5, Alexander Road, Bexley Heath, Kent DA7 4TU. Telephone 01-304-3635. Cheques payable to RHSOBA Chatham Branch.

H.M.S. Serene, Tenth Minesweeping Flotilla reunion, will take place on

September 18 at the home of their late commanding officer, Lieut.-Cdr. R. M. Ritchie. There will be a buffet lunch, tea, supper and a visit of remembrance to Lieut.-Cdr. Ritchie's grave at Lingfield, Surrey. For details contact E. Drummond, 5, Green Way, Scarcroft, Leeds LS14 3BJ.

The 40th anniversary of the sinking of H.M.S. Ark Royal will be marked at a reunion of wartime Ark Royals at the Royal Beach Hotel, Southsea, Nov-

ember 14 and 15. Details from Mr. C. Wilkinson, 117, Valley Crescent, Wrenthorpe, nr. Wakefield WF2 0ND.

**Submarine Old Comrades Association** Reunion will be held over the week-end of October 2-4 at H.M.S. Dolphin. Closing date for tickets is September 5. They are available from Mr. Maurice Perratt, Secretary, Submarine Old Comrades Association, 239, Queen's Road, Copnor, Portsmouth, PO2 7LX, telephone Portsmouth (0705) 695587.





A jackstay transfer from H.M.S. Brecon (M29) to the support ship H.M.S. Abdiel.



Pictures by Lieut.-Cdr. Dennis Corless and PO(Phot) Len Cobbett

Above right — Making her way home is the Gemini from H.M.S. Upton after completing a transfer with H.M.S. Abdiel (background) while on passage in the North Sea en route to the Baltic.

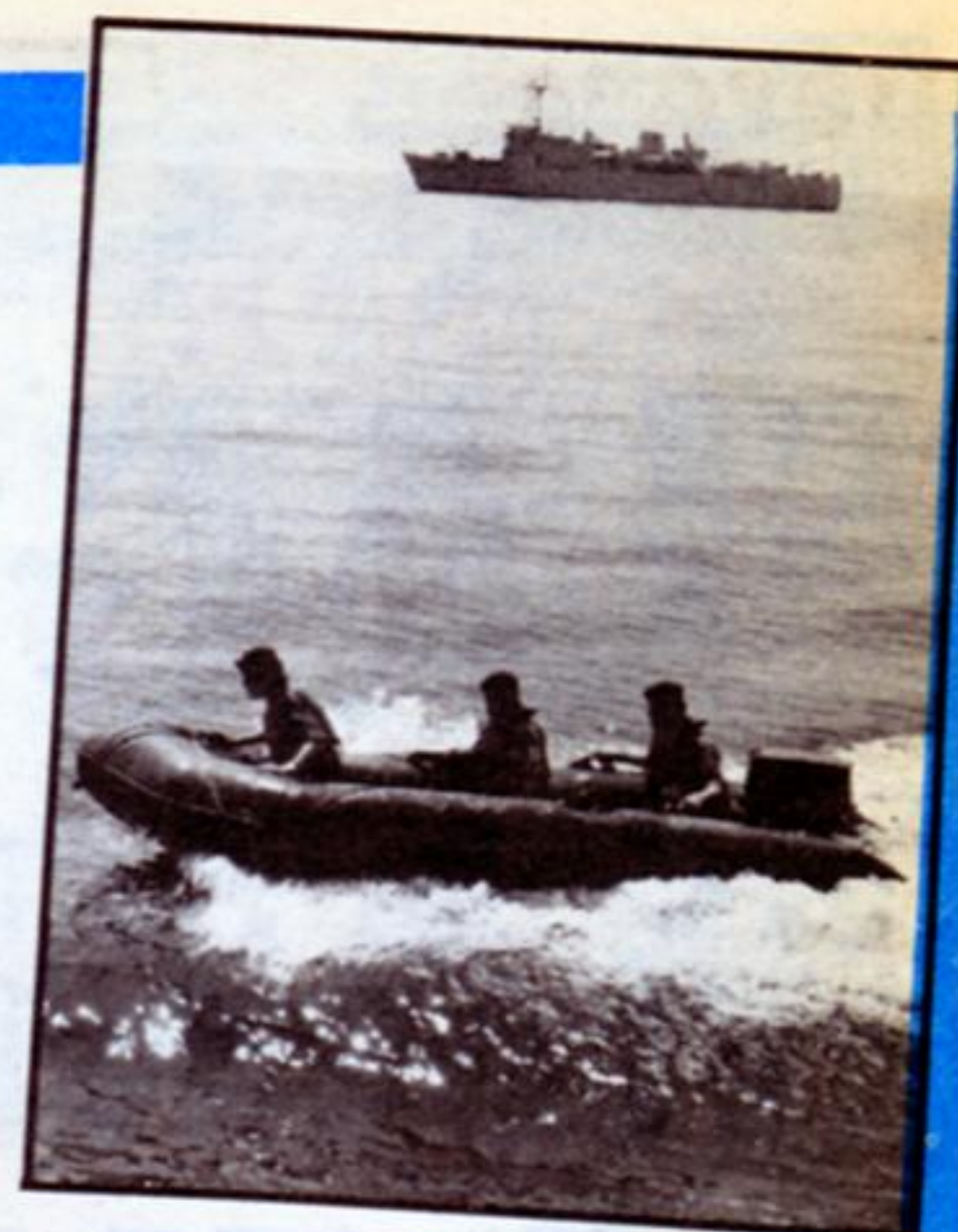
Left — The real H.M.S. Maxton (M1165) goes alongside Langelinie Jetty in Copenhagen while H.M.S. Brinton (left) and H.M.S. Upton wait their turns. In our August edition a colour picture of H.M.S. Brecon was incorrectly identified as H.M.S. Maxton.

Right — Sailors in H.M.S. Upton handle tin gear during minesweeping exercises on passage to the Baltic.

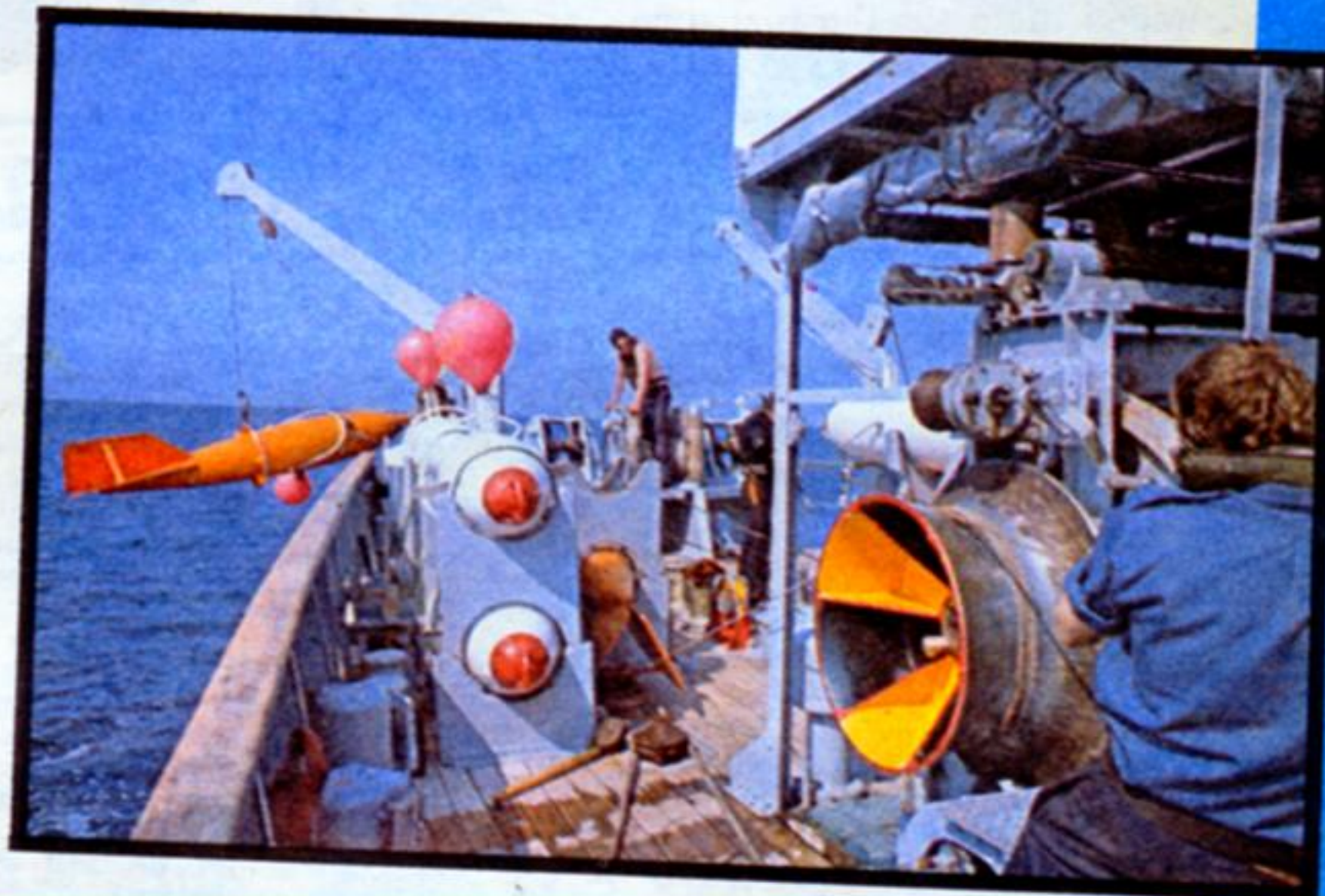
Four ships of the First Mine Countermeasures Squadron paid a four-week working visit to Scandinavia and the Baltic.

As reported in last month's Navy News, H.M. ships Brecon, Maxton, Upton and Brinton — supported by H.M.S. Abdiel — sailed from Rosyth for a programme of drills, exercises, weapon training and visits.

Ports of call included Gothenburg, Copenhagen, Lubeck, Karlskrona, Solvesborg, and the islands of Bornholm and Hano. The squadron returned to the North Sea through the Keil Canal.



# Baltic sweep



## Shoulton tests new prop. unit

Tests have taken place at sea in H.M.S. Shoulton as part of the development by a British company of a new marine propulsion unit which uses hydraulic transmission to drive a motor in the hub of a propeller.

Normalair-Garrett Ltd. says a major advantage of the hydraulic concept is that it permits vectoring of propeller thrust through 360 degrees horizontally, which removes the need for conventional rudder steering and reversal of propeller rotation for the ship to go astern.

### 'IMPRESSIVE'

Propeller speed is varied by regulation of the hydraulic flow, so that main engines can be run at a constant speed and utilised simultaneously for other auxiliary power provision, such as electrical generation.

The company statement says a low-power unit, developed by the National Engineering Laboratory, has been successfully tested at sea, fitted to the minehunter Shoulton as an auxiliary drive for low-speed operational activity. "During trials the unit provided the Shoulton with a high degree of low-speed manoeuvrability, combined with impressively quiet operation."

Following the trials, the com-

pany has undertaken research and development for the MOD Procurement Executive, and is now proceeding with a test programme on a unit suitable for operation with a two-metre diameter propeller.

## Skuas order

British Aerospace Dynamics Group has signed a multi-million pound main production contract with M.O.D. for the Sea Skua lightweight sea-skimming anti-ship missile for the Royal Navy.

Initial production missiles are already being delivered, and Sea Skua is due to enter R.N. service later this year. The successful first R.N. evaluation firing was carried out by personnel of No. 29 Joint Services Trials Unit at Aberporth, where the missile was fired from a naval Lynx helicopter.

Up to four Sea Skua missiles will be carried by the Lynx.

## LIAISON TEAM TOUR

The Second Sea Lord's Personnel Liaison Team — Lieut.-Cdr. A. J. Ellis and FCMEMN(P) D. J. Greaney — will be visiting the Portsmouth area from September to November and will give presentations as follows:

**September:** 23 and 24, H.M.S. Daedalus; 28 and 29, H.M.S. Vernon (including MCM ships).

**September 30 and October 1:** H.M.S. Dryad.

**October:** 5 and 6, H.M.S. Dolphin (including 1st Subma-

rine Squadron); 7 and 8, R.N. Hospital Haslar; 12 and 13, H.M.S. Mercury; 14 and 15, H.M.S. Nelson (including outstations and ships accommodated); 26 and 27, H.M.S. Sultan.

**November:** 2 and 3, H.M.S. Excellent (including HTS); 4 and 5, H.M.S. Centurion; 9 and 10, H.M.S. Collingwood; 11, Institute of Naval Medicine, Alverstoke.

Ships visiting Portsmouth between these dates will be included in the tour on an opportunity basis.

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## Devonport Fleet Club gets a new wing

A new accommodation wing at Devonport's Royal Fleet Club, including a dozen bedrooms, has been opened by Mrs. Jillian Cassels, wife of the Flag Officer Plymouth (Vice-Admiral S. A. C. Cassels).

Over the years, the club has expanded and improved its facilities in an endeavour to meet the changing needs of the sailor, largely through the provision of reasonably-priced accommodation for families meeting husbands or sons in ships returning from overseas, or to visit new entrants in H.M.S. Raleigh or H.M.S. Fisgard.

The new wing, acquired as dilapidated premises attached to the main club building, results from "facelift" and modernization work. Much financial help has come from the Sailors' Fund and the Fleet Amenities Fund.

### Britannia's old hands

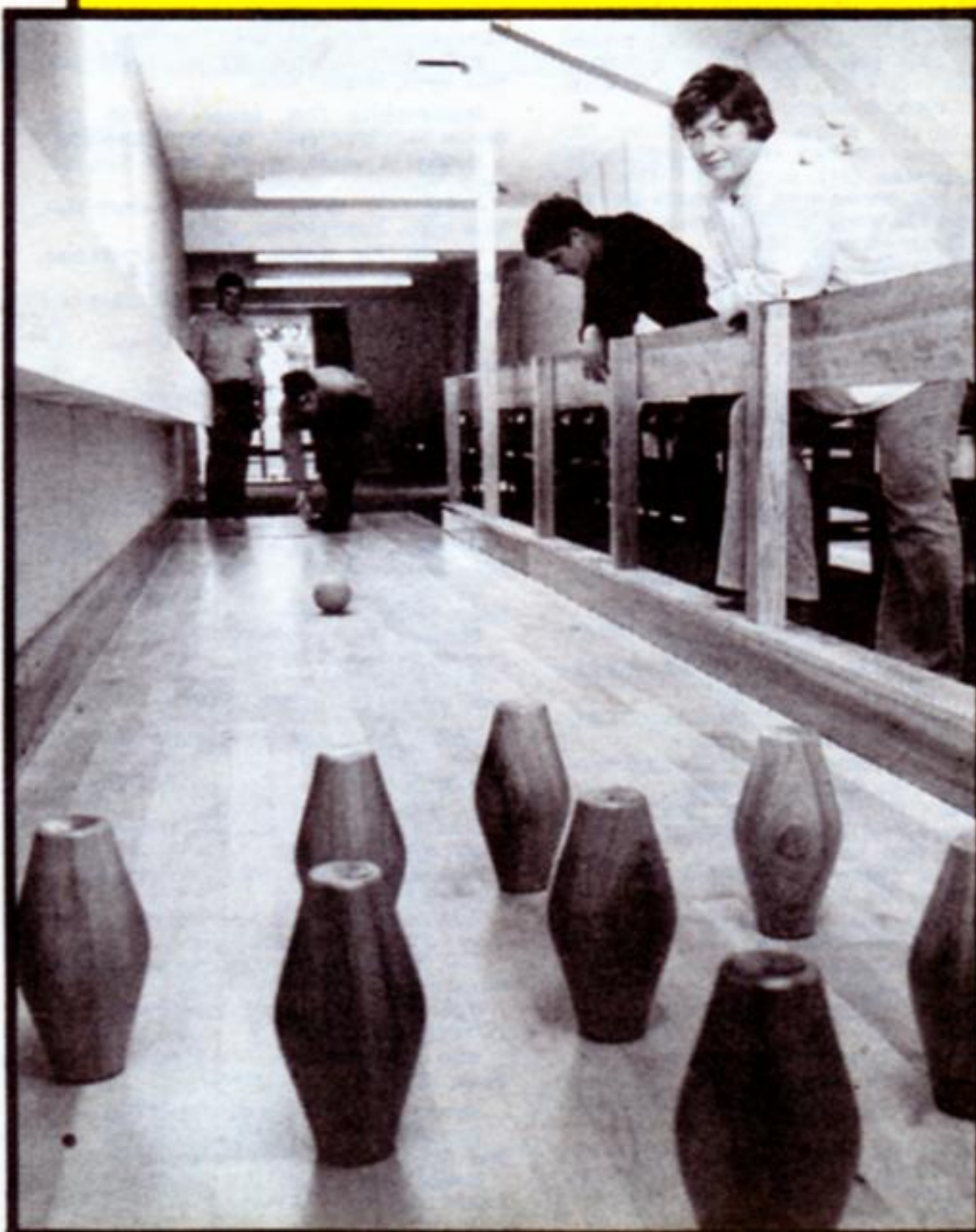
Shortly before H.M. Yacht Britannia sailed from Portsmouth for the Queen's forthcoming visits to Australia and New Zealand — taking in the Royal honeymoon on the way — the Flag Officer Royal Yachts (Rear-Admiral P. W. Greening) presented six LS and GC medals, and two bars to the medal, to members of the Yacht's company.

Between them they have served in the R.N. or R.M. 158 years, of which a total of 84 years has been served in the Britannia.

### Top flight!

Flight-Lieut. Paul Barton, flying an R.N. Sea Harrier, was the first to win the Scottish Airports Trophy, awarded for the best flying display by a single aircraft at the Scottish International Air Show. He is serving as an advanced flying instructor with 899 Naval Air Squadron, R.N. air station Yeovilton.

# SUPER SOUTHWICK!



● Straight down the middle! Left, one of the first games gets under way in Southwick Park Naval Recreation Centre's new skittle alley. Below, golf in swing with the new clubhouse extension in the background.



Picture: LA(Phot) Mustafa Paul.

## Beer and skittles in extension

Squash and skittles have come to Southwick Park Naval Recreation Centre with the official opening of the centre's clubhouse extension and extra facilities, resulting mainly from the first Nuffield Trust Super Grant to the Royal Navy.

The opening ceremony was performed by Air Chief Marshal Sir David Lee, chairman of the Trustees of the Nuffield Trust for the Forces of the Crown.

The £75,000 Super Grant, plus a £30,000 contributed from the Fleet Amenities Fund and several smaller donations from Flag Officer Portsmouth, local establishments and

Portsmouth-based ships, has allowed SPNRC to extend its clubhouse to include a glass back wall squash court, skittle alley, new bar and large public room.

At the opening of the £113,000 project, visitors watched a demonstration squash game between Chief Mechanician F. E. A. Smith, of H.M.S. Birmingham, the captain of R.N. Squash, and PO(AH)1 J. L. Halford, of the staff of DNPTS, the Navy squash coach.

### FINANCIAL HELP

The air chief marshal and admirals present demonstrated their skills on the skittle alley before joining committee members and visitors to toast the success of the new venture.

Southwick Park Naval Recreational Centre, established some years ago, has received financial help from a number of sources, particularly the Tot Fund.

Membership of this sailors' country club is open to serving and former Royal Navy, Royal Marines and WRNS personnel and to Ministry of Defence(Navy) civilians.

Besides having an 18-hole 5,700-yard golf course, it has expanded over the years and now offers angling, squash, skittles, camping, caravanning and country walks.

The comfortable clubhouse has bar and dining facilities, and for the children there is a special, adjoining adventure playground.

## Invincible's air-sea rescue . . .

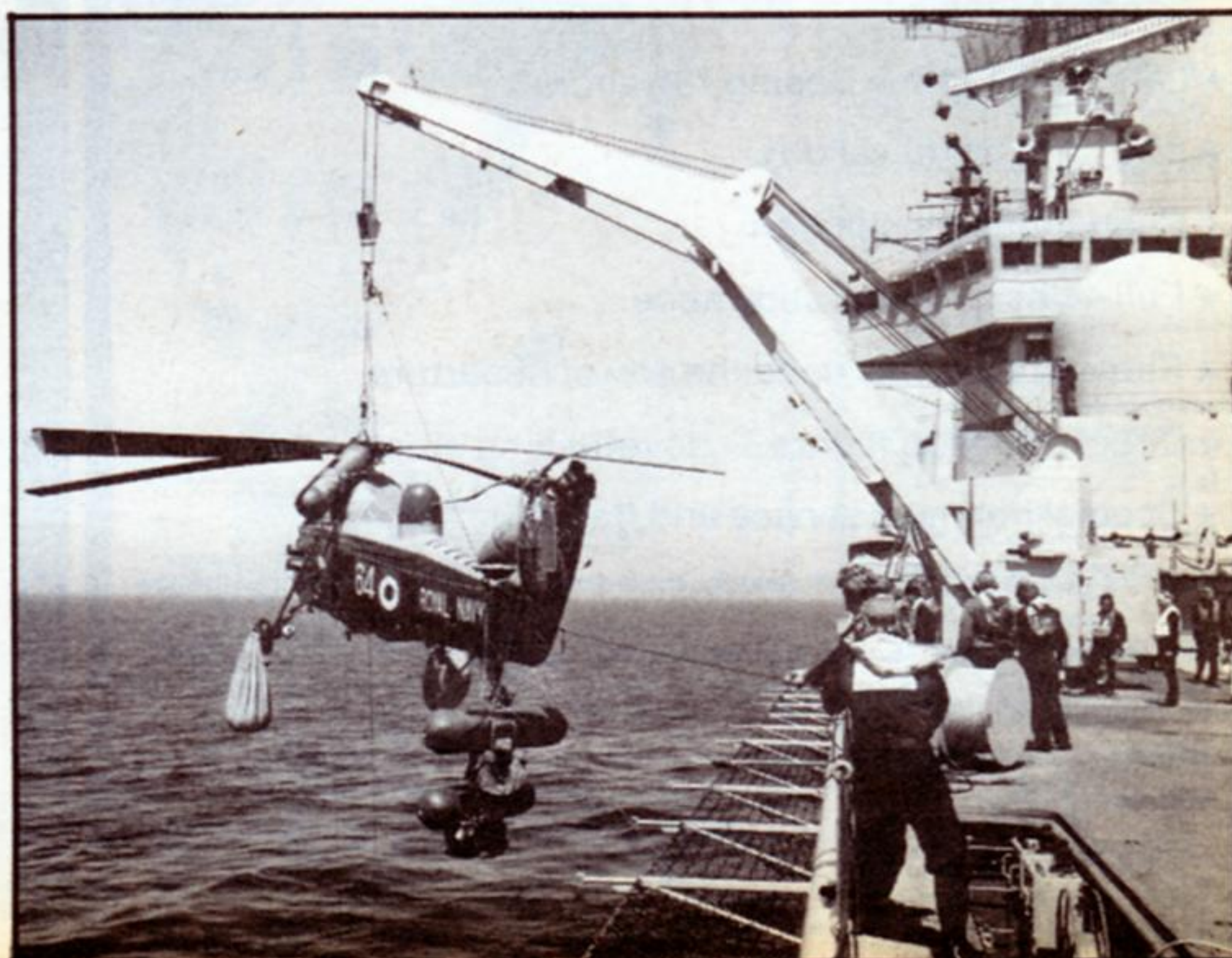


H.M.S. Invincible was on hand to give a lift to a Wessex 3 helicopter which suddenly found itself down on its luck.

The aircraft, a 737 Squadron, ditched in the Channel 15 miles off Portland, the four-man crew being picked up safely by H.M.S. Torquay. She was quickly followed on to the

scene by the Invincible which provided divers and a crane for the recovery of the helicopter.

Our pictures show (above) divers preparing the Wessex for recovery and (right) the aircraft being winched on to the flight deck.





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## PEN PALS

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected - but only if they have been stamped.

Details of the applicants are as follows:

**Angela** (17), single, 5ft. 4in., brown hair, brown eyes, South Harrow, Middx.  
**Ann** (22), single, 5ft. 7 1/2 in., black hair, hazel eyes, Halesowen, W. Midlands.  
**Ann** (28), divorced, 5ft. 2in., brown hair, green eyes, West Ashling, Nr. Chichester.  
**Anne** (37), widow, 5ft. 2in., blue eyes, fair hair, teenage children, Plymouth.  
**Miss A.** (32), single, 5ft. 4in., fair hair, brown eyes, Haymills, Birmingham 25.  
**Amanda** (18), single, 5ft. 5in., brown hair, brown eyes, Thetford, Norfolk.  
**Audrey** (38), divorced, 5ft. 8in., blue eyes, brown hair, Bodmin, Cornwall.  
**Barbara** (32), single, blonde hair, blue eyes, Urmiskirk, Lancs.  
**Bev** (17), single, 5ft. 4in., blonde hair, blue eyes, Boome, Lancs.  
**Brenda** (34), divorced, 5ft. 6in., brown hair, blue-grey eyes, Carshalton, Surrey.  
**Carol** (26), single, fair hair, blue eyes, Ormskirk, Lancs.  
**Carol** (20), single, 5ft., brown hair, brown eyes, South Shields, Tyne & Wear.  
**Carol** (23), single, 5ft., dark brown, dark eyes, Kirkby, Liverpool.  
**Carole** (18), single, 5ft. 3in., light brown hair, green eyes, Deepcar, Sheffield.  
**Carole** (32), divorced, 5ft. 2in., brown hair, Felxstowe, Suffolk.  
**Catherine** (25), single, 5ft. 5in., fair hair, blue-grey eyes, Bishop's Cleeve, Shropshire.  
**Cathy** (18), single, 5ft. 3in., brown hair, green eyes, Thetford, Norfolk.  
**Cathy** (20), single, 5ft. 4in., blonde hair, dark blue eyes, Luton, Bedfordshire.  
**Cecilia** (32), divorced, 5ft. 4in., dark hair, brown eyes, 3 daughters, Brighton, Sussex.  
**Christine** (32), divorced, 4ft. 11in., brown hair, brown eyes, Nuneaton, Warwickshire.  
**Christine** (28), single, 5ft. 6in., brown hair, brown eyes, Gooles, Humberside.  
**Dawn** (18), single, 5ft. 6in., blonde hair, blue eyes, Brading, I.O.W.  
**Dawn** (19), single, 5ft. 4in., fair hair, blue eyes, Wimborne, Dorset.  
**Dawn** (28), single, 5ft. 2in., Brymbo, Wrexham, Clwyd.  
**Deborah** (16), single, 5ft. 2in., blonde hair, blue eyes, Whakatane, New Zealand.  
**Del** (25), single, 5ft. 9in., brown hair, brown eyes, Hyde, Cheshire.  
**Denise** (16), single, 4ft. 10in., brown hair, blue eyes, Hackney, E.8.  
**Denise** (16), single, 5ft. 7in., brown hair, blue eyes, Longbridge, Birmingham.  
**Denise** (19), divorced, 5ft. 2in., blonde hair, blue eyes, Slough, Berks.  
**Diane** (32), single, 5ft., brown hair, Bath, Avon.  
**Tricia** (16), single, 5ft. 5in., dark hair, dark brown eyes, Rutherglen, Glasgow.

**Diane** (20), single, 5ft. 2in., dark brown eyes, black hair, Wednesfield, Wolverhampton.  
**Diane** (17), single, 5ft. 4in., blonde hair, blue eyes, Northampton.  
**Diane** (16), single, 5ft. 4in., brown hair, green eyes, Barnsley, S. Yorks.  
**Diane** (35), divorced, 5ft. 1 1/2 in., blue eyes, 1 daughter (aged 9), Rower, Gosport.  
**Dianne** (29), divorced, 5ft. 5in., dark brown hair, Weston-super-Mare, Avon.  
**Elaine** (20), single, 5ft. 2in., blonde hair, blue eyes, Chorley, Lancs.  
**Elaine** (17), single, 5ft. 4in., auburn hair, green eyes, Bishop's Castle, Salop.  
**Ellen** (18), single, 5ft. 3in., long dark hair, brown eyes, Seaford, Liverpool.  
**Fiona** (19), single, 5ft. 2in., brown hair, green eyes, Hertford, Herts.  
**Jacqueline** (21), single, 5ft. 10in., dark brown hair, brown eyes, Newcastle on Tyne.  
**Jane** (17), single, 5ft. 3in., brown hair, blue eyes, South Harrow, Middx.  
**Janet** (20), single, 5ft. 4in., brown hair, brown eyes, Bromsgrove, Worcs.  
**Jayne** (19), single, 5ft. 11in., blonde hair, Coundon, Coventry.  
**Jennifer** (31), single, 5ft. 1in., brown hair, Leatherhead, Surrey.  
**Joanne** (23), single, 5ft. 3in., brown hair, green-grey eyes, Swindon, Wilts.  
**Julie** (37), single, 5ft., Stoke Aldermoor, Coventry.  
**Julie** (17), single, 5ft., short brown hair, blue eyes, Wesley Castle, Birmingham.  
**Julie** (17), single, 5ft. 4 1/2 in., blonde hair, brown eyes, Cherry Hinton, Cambridge.  
**Julie** (16 1/2), single, 5ft. 3in., dark brown hair, brown eyes, Rotherham, S. Yorks.  
**Karen** (17), single, 5ft. 10in., light brown hair, green eyes, Fareham, Hants.  
**Karen** (16), single, 5ft. 5in., chestnut hair, brown eyes, Hartcliffe, Bristol.  
**Kim** (23), single, 5ft. 7in., auburn hair, brown eyes, Bromsgrove, Worcs.  
**Kim** (24), divorced, 5ft., hazel eyes, fair hair, Coldean, Brighton, Sussex.  
**Linda** (16), single, 5ft. 8in., greyish eyes, fair brown hair, Ealing, London W13.  
**Linda** (22), single, 5ft. 7in., mousey hair, blue eyes, Castle Vale, Birmingham.  
**Lindsay** (18), single, 5ft. 7in., auburn hair, green eyes, Haringey, London N.8.  
**Liz** (43), divorced, 5ft. 3in., brown hair, blue eyes, Hailsham, E. Sussex.  
**Liz** (19), single, 5ft. 3in., dark brown hair, green eyes, Brading, I.O.W.  
**Lorraine** (23), single, 5ft. 1in., auburn hair, hazel eyes, Bury St Edmunds, Suffolk.  
**Lorraine** (19), single, 5ft. 4in., dark brown hair, brown eyes, Sparkbrook, Birmingham 12.  
**Louise** (19), single, 5ft. 6in., light brown hair, brown eyes, New Milton, Hants.  
**Margaret** (22), single, 5ft. 6in., brown hair, blue eyes, Huntingdon, York.  
**Margaret** (26), single, 5ft., brown hair, blue eyes (daughter 6), Washington, Tyne & Wear.  
**Margaret** (19), single, 5ft. 4in., brown hair, brown eyes, Hyde, Cheshire.  
**Marianne** (20), single, 5ft., brown hair, green eyes, Hall Green, Birmingham.  
**Marie** (23), single, 5ft. 9in., fair hair, Thetford, Norfolk.  
**Marie** (27), single, 5ft. 3in., brown hair, blue grey eyes, Poole, Dorset.  
**Maureen** (37), separated, 5ft. 3in., brown hair, hazel eyes, North Cheam, Surrey.  
**May** (19), single, 5ft. 2in., brown hair, green eyes, Caerphilly, Mid Glam., S. Wales.

**Maureen** (40), divorced, 5ft. 2in., blue eyes, Nottingham.  
**Pamela** (43), widow, 5ft., blonde hair, hazel eyes, Nr. Lichfield, Staffs.  
**Pat** (31), single, 5ft. 4in., dark brown hair, grey eyes, Poole, Dorset.  
**Patricia** (21), single, 5ft. 5in., brown hair, brown eyes, Ryde, I.O.W.  
**Patricia** (20), single, 5ft. 4in., brown hair, green eyes, Hampstead, London.  
**Pauline** (19), single, 5ft. 5in., brown hair, blue eyes, Chew Magna, Nr. Bristol.  
**Phil** (25), single, 5ft., dark brown hair, hazel eyes, Keresley End, Coventry.  
**Rebekka** (18), single, 5ft. 9in., blonde hair, blue eyes, Bristol, Avon.  
**Rosemarie** (24), separated, 5ft. 2in., brown hair, blue eyes, Redcar, Cleveland.  
**Ruth** (17), single, 5ft. 6in., brown hair, blue eyes, Nuneaton, Worcs.  
**Sally** (17), single, 5ft. 4in., auburn hair, blue eyes, Basingstoke, Hants.  
**Sandie** (25), single, 5ft. 6in., brown hair, brown eyes, Sholing, Southampton.  
**Sandra** (22), single, 5ft. 4in., blonde hair, blue eyes, Bracknell, Berks.  
**Sandra** (24), single, 5ft., brown hair, brown eyes, Southampton.  
**Sandra** (18), single, 5ft. 5in., light brown hair, blue eyes, Basingstoke, Hants.  
**Sandy** (19), single, 5ft. 3in., fair hair, blue eyes, Stourbridge, W. Midlands.  
**Sharon** (23), single, 5ft. 3in., fair hair, blue eyes, Potters Bar, Herts.  
**Shella** (20), single, 5ft. 3 1/2 in., blonde hair, blue eyes, Skeimersdale, Lancs.  
**Shella** (17 1/2), single, 5ft. 5in., brown hair, green eyes, Fareham, Surrey.  
**Sherry** (17), single, 5ft. 4in., blonde hair, blue eyes, Luton, Beds.  
**Sian** (19), single, 5ft. 5in., fair hair, blue grey eyes, Ely, Cardiff, S. Wales.  
**Sian** (18), single, 5ft. 10in., blonde hair, green eyes, Bristol.  
**Sue** (21), single, 5ft. 3in., blonde hair, blue eyes, Basildon, Essex.  
**Sue** (20), single, 5ft. 4in., blonde hair, hazel eyes, Bedford.  
**Sue** (28), single, 5ft. 7in., brown hair, Winterbourne, Bristol.  
**Sue** (28), single, 5ft. 2in., long blonde hair, blue / grey eyes, Peterborough.  
**Sue** (19), single, 5ft. 6in., dark brown hair, hazel eyes, Ashford, Kent.  
**Sue** (25), single, 5ft. 2in., blonde hair, Addlestone, Surrey.  
**Sue** (25), single, 5ft. 7in., dark hair, brown eyes, Billesley, Birmingham.  
**Susan** (21), single, Hackney, London.  
**Susan** (16), single, 5ft. 2in., blonde hair, blue eyes, St Budeaux, Plymouth.  
**Susan** (17), single, 5ft. 4in., blue eyes, brown hair, Sutton Coldfield, W. Midlands.  
**Susan** (21), single, 5ft. 5in., brown eyes, brown hair, Hinckley, Leicestershire.  
**Susan**, single, 5ft. 5in., blonde hair, blue eyes, Slough, Berks.  
**Susan** (25), single, 5ft. 6in., light brown hair, blue eyes, Hyde, Cheshire.  
**Terri** (18), single, 5ft. 7in., auburn hair, blue eyes, Arbroath, Angus, Scotland.  
**Tracey** (19), single, 5ft. 4in., brown hair, brown eyes, New Addington, Croydon.  
**Wendy** (16 1/2), single, 5ft. 10in., light brown hair, blue / grey eyes, Luton, Beds.  
**Wendy** (22), separated, 5ft. 2in., blonde hair, 1 daughter, Pembroke Dock, Dyfed.

## OVER TO YOU

**Derek Avery**, 37 Cedar Close, Cliftonville, Margate, Kent, sends a photograph of a floral coat-of-arms made by Italian prisoners-of-war at Tobruk in 1943, and wonders if anyone knows whether it is still there.

**P. Maloney**, 12 Shire Way, Glossop, Derbyshire SK13 9QA, is trying to track down two books: (1), published 1960s or 70s concerning an R.C. chaplain, formerly attached to a commando brigade, who had to give up his priesthood somewhat prematurely; and (2), published about the same time, a novel, about a British nuclear submarine whose captain was deranged.

**Mrs John W. Davies**, 121 Marshall Road, Rainham, Gillingham, Kent, ME8 0AL, seeks information about her brother Frank William Bishop (usually called Bill or Billie), whom she has not seen for 35 years. Believed to have served in the R.N. as a leading signalman or telegraphist and to be now aged 59.

**Harry Cammish**, 73 Trafalgar Street West, Scarborough, North Yorkshire YO12 7AX, an ex-H.M.S. St Vincent boy, asks if any reader knows the highest rank any St Vincent boy ever attained in the R.N.

**M. G. Osborn**, 10 Oak Hill, Dawlish, Devon, EX7 9QZ, writes to say that he is disabled and semi-housebound. Being in the past connected with the Navy he would welcome ship photographs or items of interest.

**Third Officer Swann**, Girls' Nautical Training Corps, T.S. Manchester, Jubilee House, Broad Street, Rhodes, Middleton, Manchester, says that their headquarters has been vandalised. The ship's bell and flags presented to the unit 30 years ago, were stolen, and since their funds are small they would appreciate help in acquiring another bell and flags.

**B. D. Clark**, 5 Warren Drive, Linton, nr. Burton on Trent, Staffs DE12 6QP, asks if anyone knows what happened to the Dutch ship Groeno which came over in 1940, and about which books say, "fate unknown."

**Kapitein W. F. T. Morzer Bruyns**, Williamslaan 38, 1406 L.Z., Bussum, Netherlands, who served in Dutch "O" class submarines, would like to obtain photographs of the Cyclops and Dunluce Castle, which served as depot ships.

**Mrs. M. May**, of 36 Dayton Close, Crowthill, Plymouth, whose father, Frederick Knighton, died when H.M.S. Rawalpindi was sunk in November 1939, wishes to contact survivors or next-of-kin of anyone who served in the ship. She is keen to obtain copies of the memorial scrolls which were issued.

## ASSISTANT TO AUTHORS

**John Winton**, Bryn Clwyd, Llandymog, Denbigh, Clwyd LL16 4HP, asks "Who sank the Scharnhorst on Boxing Day 1943," adding that eye-witness accounts and any other information would be welcomed for a definitive history he is researching.

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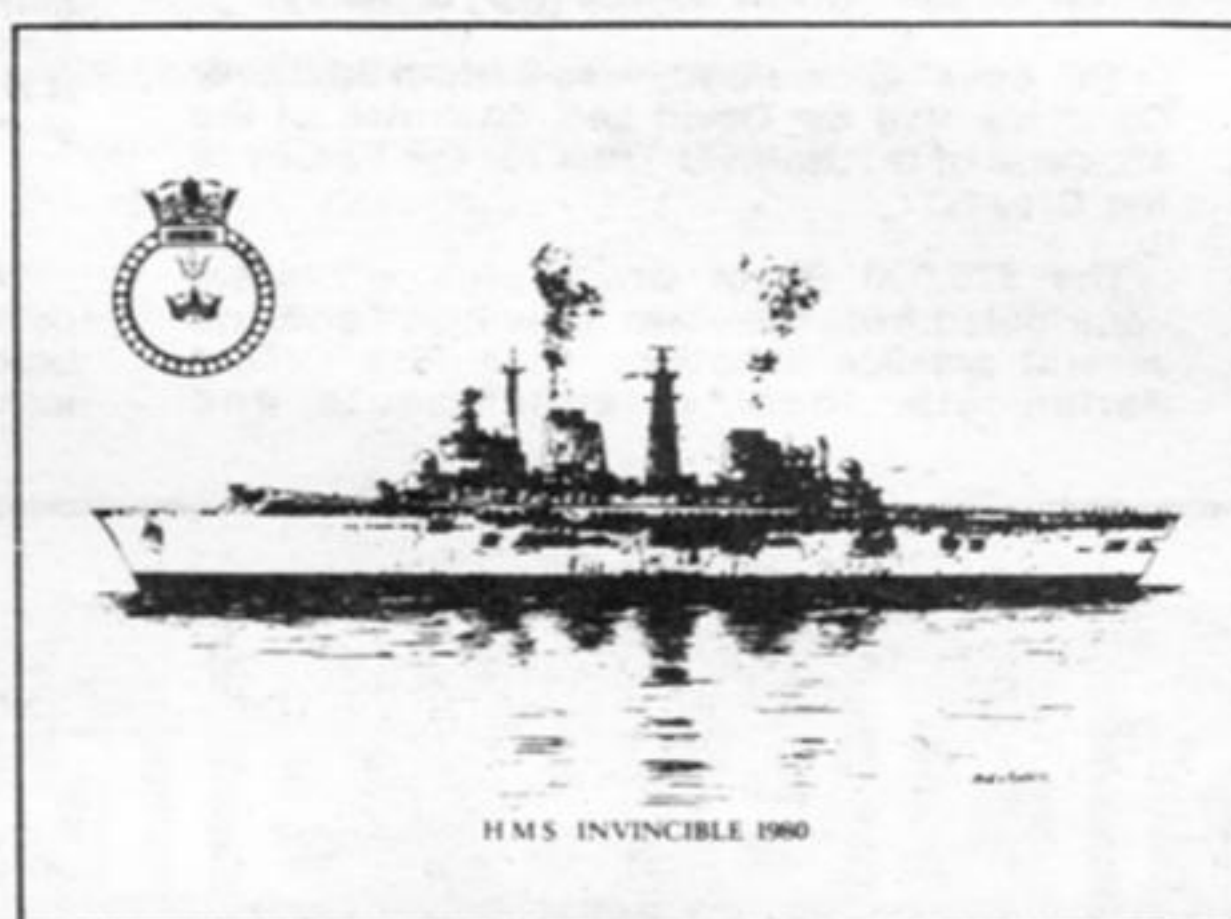
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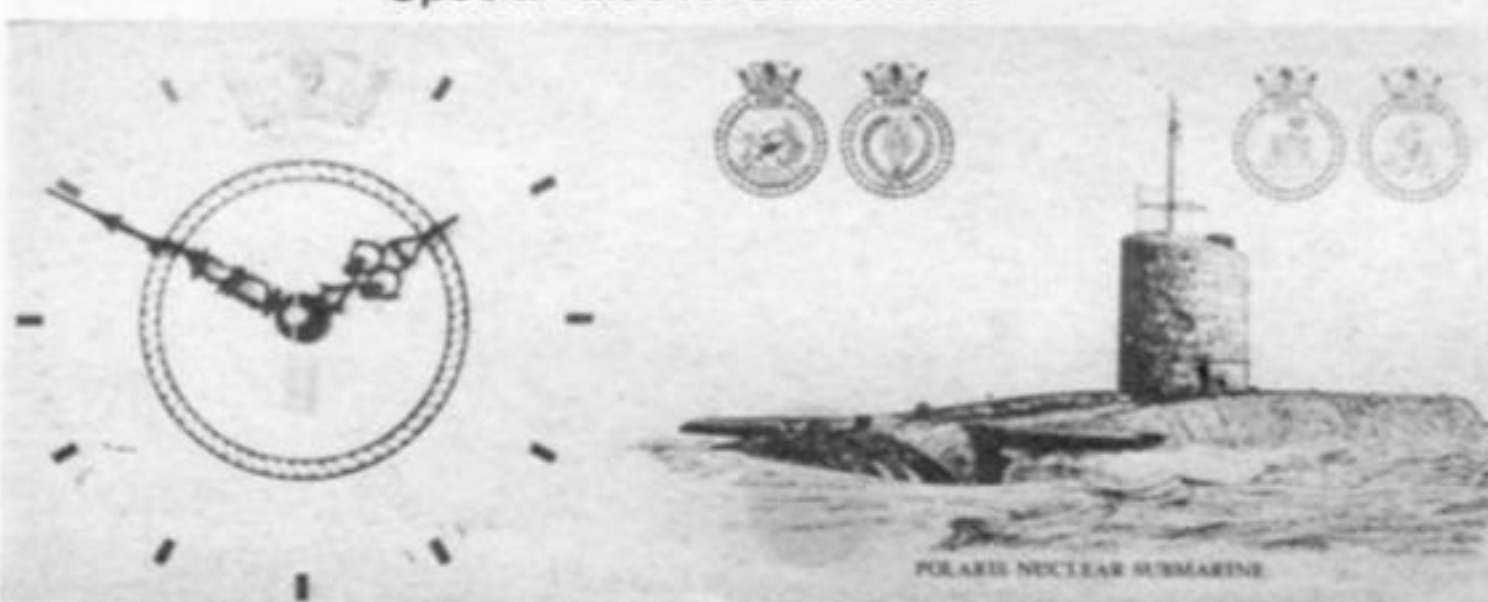
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# PRIDE OF POMPEY

Portsmouth's record-breaking field gunners return in triumph to H.M.S. Excellent bearing all four major trophies from the inter-Command competition at the Royal Tournament.

The gunners, who knocked a full two seconds off the fastest time record achieved by Air two years ago, were welcomed back by the Captain of H.M.S. Excellent, Capt. J. J. Streatfeild-James.

Later, a large crowd greeted them in Portsmouth's Guildhall Square, where they were given a civic welcome by the Lord

Mayor, Mr. Frank Sorrell. At the Earls Court event, which ended on August 1, Portsmouth lifted the Inter-Command Trophy, the Aggregate Time Cup, the Fastest Time Cup and the Copenhagen Cup for B crews.

## Results

Detailed results:  
Inter-Command Trophy for points — 1, Portsmouth (28 points); 2, Air (26); 3, Devonport (18).  
Aggregate Time Cup — 1, Portsmouth (46 min. 23.3 sec.); 2, Air (46 min. 40.3 sec.); 3, Devonport (53 min. 37.3 sec.).  
Fastest Time Cup — 1, Portsmouth (2 min. 42.4 sec.); 2, Air (2 min. 44.9 sec.); 3, Devonport (2 min. 56.2 sec.).  
Copenhagen Cup (B crews) — Portsmouth (aggregate time for the two runs of 6 min. 21 sec.).  
Plymouth Gin Trophy (least penalty points) — Fleet Air Arm.



## POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate (Int) indicates that men can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "basic dates" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during July.

PO(EW)/RS(W) — Int (15.1.81), 3; LS(EW)/LRO(W) — Dry, 3; PO(M) — Int (20.3.81), 5; LS(M) — Int (29.4.81), 3; PO(R) — Int (20.2.81), 6; LS(R) — Dry, 14;

PO(S) Int (6.7.81), 4; LS(S) — Int (10.3.81), 8; PO(D) — Int (8.7.81), 1; LS(D) — Dry, 2; PO(MW) — Int (20.5.80), Nil; LS(MW) — Int (19.3.81), 2; PO(SR) — Int (24.7.80), Nil; LS(SR) — Int (12.6.81), 2; POPT — Int (12.6.79), Nil; RPO — 249, 4; RS — 328, 3; LRO(G) — Int (16.6.81), 3; CY — Int (25.3.80), Nil; LRO(T) — Int (16.6.81), Nil. PO(S)SM — Dry, 1; LS(S)SM — Dry, 4; PO(TS)SM — Int (8.10.80), 1; LS(TS)SM — Int (15.4.81), 1; RS(SM) — Int (11.12.79), 2; LRO(SM) — Dry, Nil; PO(UW)SM — Dry, Nil; LS(UW)SM — Dry, Nil; POMEM(M) — Int (10.6.81), 12; LMEM(M) — Int (17.3.79), 17; POMEM(L) — Int (17.3.81), 7; LMEM(L) — Int (8.6.81), 15; POMEM(O) — Dry, 4; LWEM(O) — Dry, 12; POMEM(R) — Dry, 6; LWEM(R) — Int (4.9.80), 11; POMEM(M)SM — Int (20.11.80), 3; LMEM(M)SM — Int (25.6.81), 10; POMEM(L)SM — Dry, 2; LMEM(L)SM — Dry, 3; POMEM(O)SM —

Dry, 1; LWEM(O)SM — Int (8.7.81), 4; POMEM(R)SM — Dry, Nil; LWEM(R)SM — Dry, 4. POWTR — Int (25.3.80), 2; LWTR — Int (4.8.80), 3; POSA — 274, 3; LSA — Int (11.10.79), 11; POCA — Dry, 8; LCA — Int (21.8.80), 2; POCTD — 617, 2; LCK — Int (20.7.79), 1; POMT — 384, Nil; LSTD — Int (7.7.79), 1; POMA — Int (22.1.80), Nil; LMA — 146, Nil; POAEM(M) — Int (31.8.79), 4; LAEM(M) — 66, 5; POAEM(L)/POAEM(W) — Int (26.9.80), 9; LAEM(L)/LAEM(W) — 89, 1; POAEM(R) — Int (30.1.81), 2; LAEM(R) — Int (26.7.79), 2; PO(AH) — Int (29.3.80), Nil; LA(AH) — Int (15.11.79), 2; POA(SE) — 590, Nil; LA(SE) — Int (29.2.80), 1; POA(PHOT) — 340, 1; POA(MET) — 423, Nil; POACMN — Int (22.11.79), Nil. POWREN AEM(M) — Int (14.11.80), 2; LWREN AEM(M) — 84, Nil; LWREN AEM(WL) — Int (13.6.80) — Nil; POWREN

CK — Int (22.7.80), Nil; LWREN CK — Int (22.7.80), Nil; LWREN TEL — 84, Nil; POWREN DSA — Int (14.5.80), Nil; LWREN DSA — 131, Nil; POWREN MET — 529, Nil; LWREN MET — 165, Nil; POWREN(PHOT) — 393, Nil; LWREN(PHOT) — Int (2.10.79), Nil; POWREN(R) — 112, Nil; LWREN(R) — 258, Nil; POWREN RS — Int (25.3.80), 2; LWREN RO — 156, 1. POWREN STD G — Dry, Nil; LWREN STD G — Dry, Nil; POWREN STD O — Dry, 1; LWREN STD O — Int (14.8.79), Nil; POWREN SA — Int (26.11.79), Nil; LWREN SA — Int (21.6.79), Nil; POWREN TSA — Int (4.8.80), Nil; LWREN TSA — 151, Nil; POWREN WA — Int (17.7.80), Nil; LWREN WA — 115, Nil; POWREN WTR G — Int (18.2.80), Nil; LWREN WTR G — 107, 3; POWREN WTR P — Int (18.12.79), 1; LWREN WTR P — Int (2.8.79), Nil; LWREN WTR S — Dry, Nil; POWREN D HYG — 59, Nil; POWREN REG — Int (1.7.80), Nil; POWREN PT — Int (14.10.80), Nil.

The basic dates quoted for WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22.

POWREN QA — Int (24.7.81), Nil; POWREN ED — Int (20.1.80), Nil; POWREN MT — Int (1.11.79), Nil; LWREN MT — 87, Nil; POWREN TEL — Int (1.5.80), Nil. A number of ratings have become qualified for advancement on August 1, 1981 as a result of gaining their second "Now" recommendation on May 31 this year. Because some of these men have been on the advancement roster for a number of years, if they were now quoted as the top eligible rating it would give a false impression of the true length of the roster. Rosters marked with an asterisk have one or two of these men at the top, but the points/basic date shown are those which give a true guide to the average points/wasting time.

## 'Varsity unit goes 'civvy'

Members of Aberdeen University Royal Naval Unit spent five weeks of deployment to Holland, Denmark and Germany in a merchant vessel after H.M.S. Thornham, which they were due to have used for the trip, was damaged by a crane in Dundee Harbour.

The accident happened days before the unit was to depart, but Lieut.-Cdr. Richard Potez, the unit's commanding officer, lost no time in hiring the m.v. Harlaw from Salvesen Marine, and departure was delayed for only a few days.

M.v. Harlaw is a former

trawler converted to an offshore support vessel to stand by North Sea platforms.

About 37 people, with a ship's company of 12, took part in the deployment, to train Aberdeen University midshipmen in navigation.

## PROMOTIONS TO CHIEF

Authorisation for promotion of the following rates to chief petty officer has been issued:

OPERATIONS BRANCH (COMMUNICATIONS GROUP)  
To CPO(OP)S(EW) — J. V. Hubbard (Dryad).

SUPPLY & SECRETARIAT  
To CPOWTR — I. M. Robinson (Hydra), R. S. Hartley (Centurion), D. R. Spicer (Tamar).  
To CPOSA — J. R. McCaffrey (Centurion).

tion), B. Smith (Drake), E. J. Holloway (Neptune), D. R. Berry (Neptune).

WEAPON ENGINEERING  
To CWEM(O) — D. Tustian (Arrow), M. J. Hodges (Centurion).

FLEET AIR ARM  
To CAEM(M) — J. R. Shore (Heron), A. F. Rolfe (Daedalus).

ARTIFICERS & MECHANICIANS  
To ACAEMN(L) — J. Gamble (Daedalus), D. Lowe (Daedalus).  
To ACAEA(M) — C. M. Payne

(Daedalus), V. J. Cullum (Daedalus), R. J. Gladwell (Heron).

To ACAEMN(M) — J. T. Mitton (Heron), R. L. Smith (Osprey).

To ACWEMN — R. J. Carroll (Pembroke), M. Tili (Sheffield), J. T. Waller (Sheffield), J. P. Young (Sheffield).

To ACWEMN(P) — W. J. Murphy (Dolphin).

To ACWEMN(L) — A. J. McDermott (Bulwark).

To ACWEMN(ML) — G. E. Brown (Sultan).

To ACWEMN — P. S. Hewick (London).

To ACMEA(P) — A. Riley (FOST).

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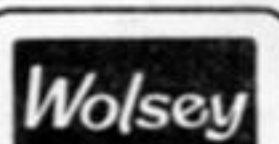
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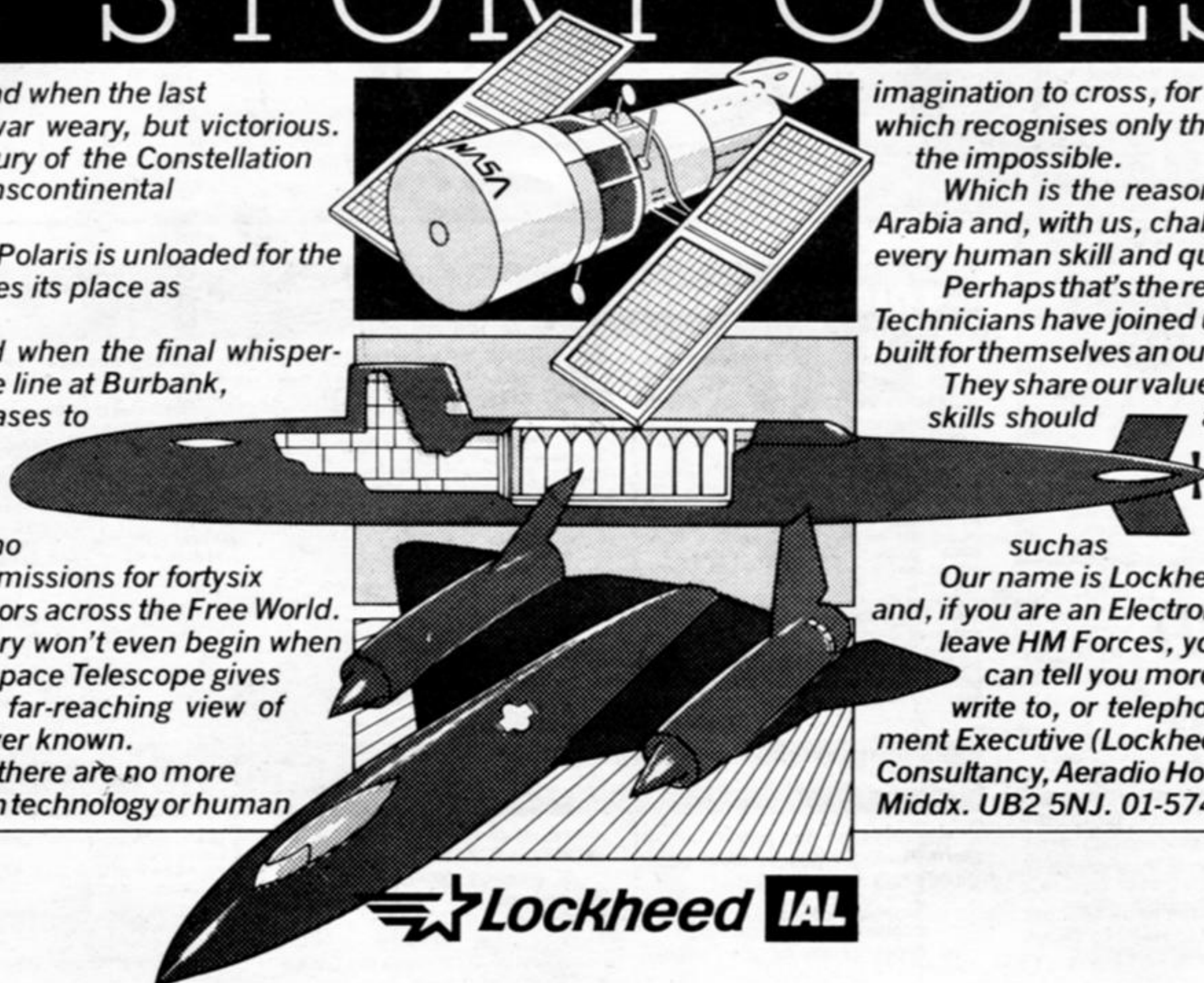
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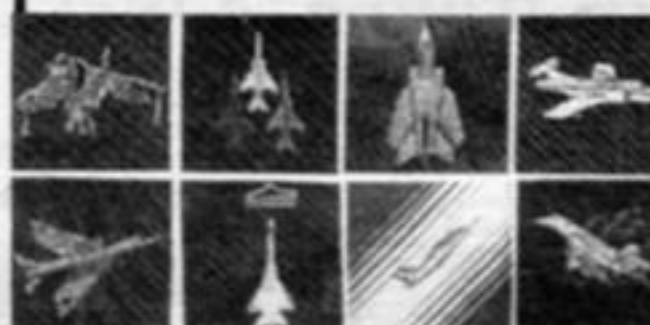


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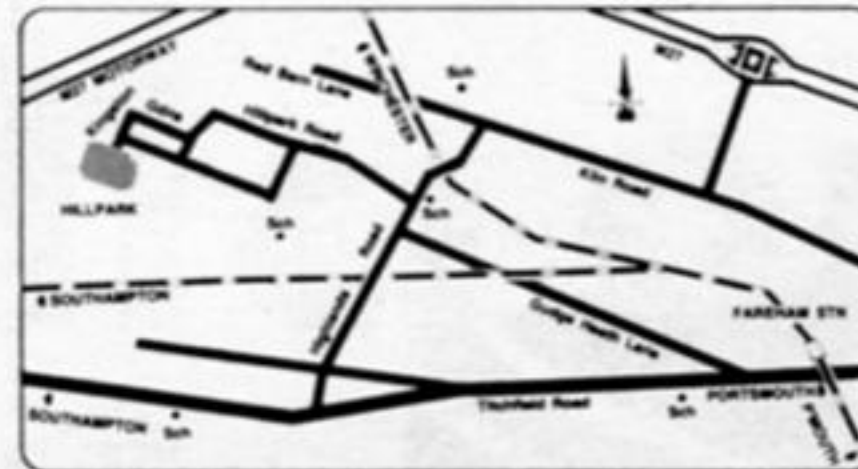
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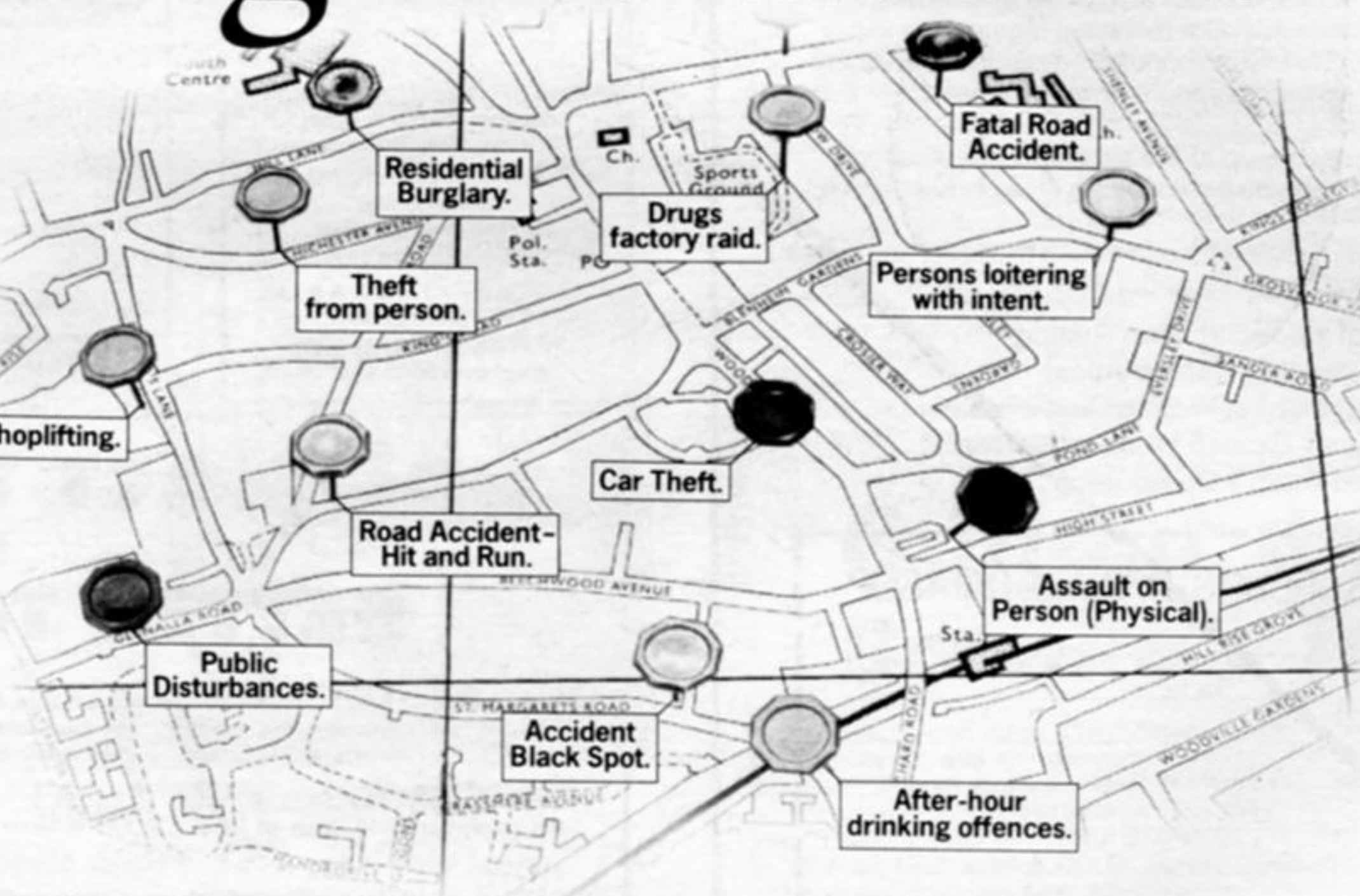
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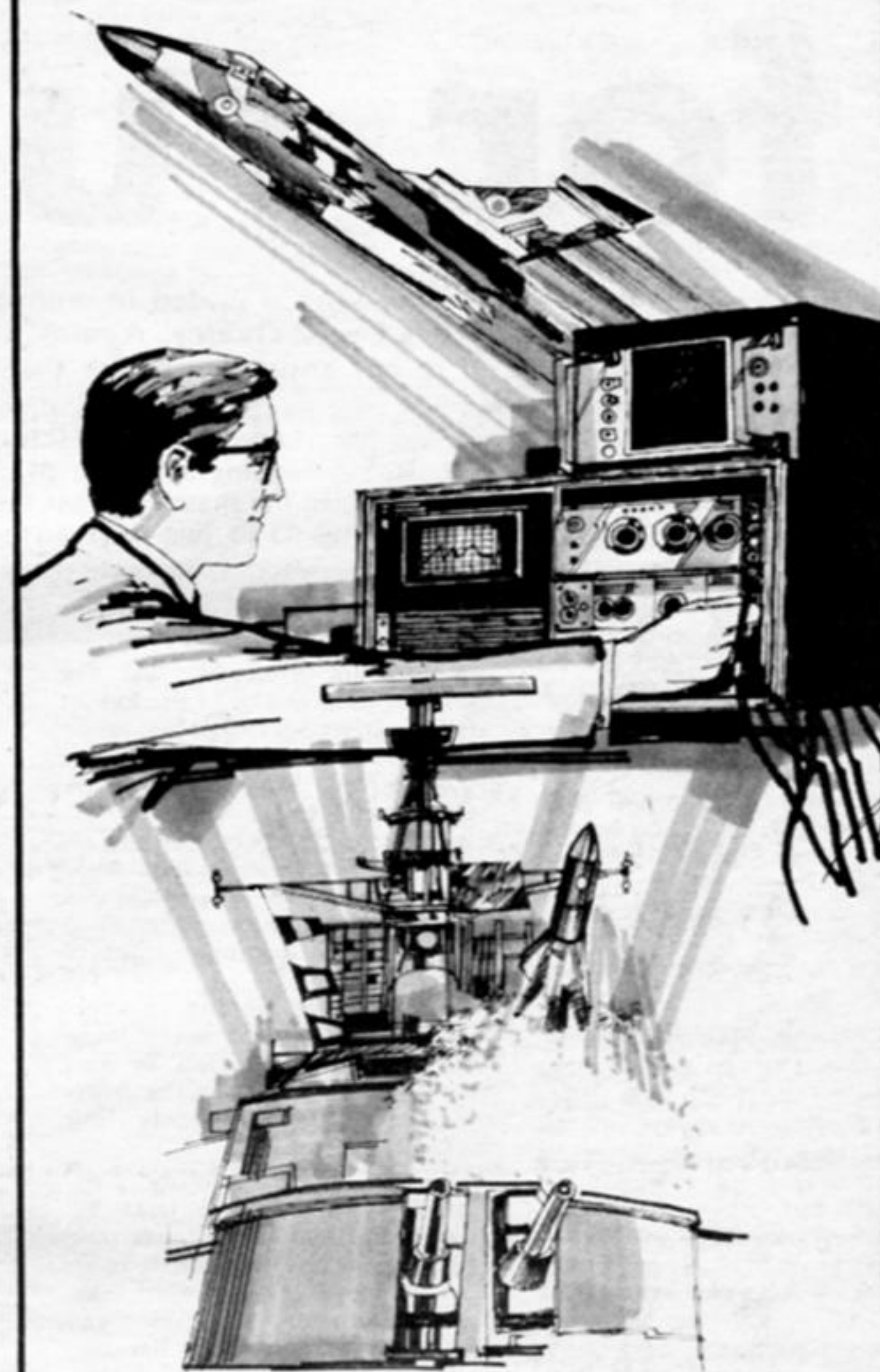
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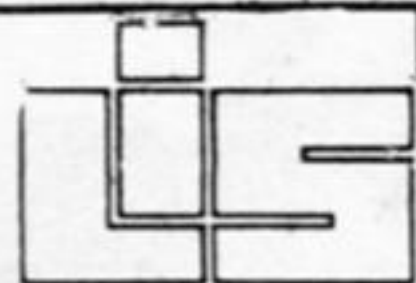
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# It's such a struggle for runs

A most successful Navy cricket season ended in complete disarray at the Inter-Service festival at Uxbridge, writes **Derek Oakley**. Against both Army and Royal Air Force the Navy batsmen failed to get enough runs for the bowlers to bowl against.

Three members of the Under-25 side were awarded full caps: MEM1 Andy Chester (Falmouth), a 19-year-old left arm spinner; Lieut. Charles Hobson R.M. (DNR), a batsman who can force the pace; and Lieut. Robin Hollington R.M. (42 CDO), an all rounder who needs more bowling to perfect his off spin. In the match against the R.A.F., MEA Mike Izzard (Fearless) celebrated his cap with a stirring 43 in just over an hour.

After being put in by the Army, Maj Gerry Wells-Cole R.M. (DRORM) and Lieut. David Wells (Endurance) got the Navy off to a great start with 22 from the first four overs.

But Army skipper Adrian Naughton put the brakes on with his left arm seamers, and after Wells-Cole (16) had been bowled with the score on 33, the Navy lost Cdr. Roger Moylan-Jones (MOD) tragically run out and Sub-Lieut. Tony Izzard (Osprey) l.b.w. for the addition of six runs in six overs.

## THREE FIGURES

Although LWTR Andy Collier (Centurion) and Wells (35) added 23, the Navy were always struggling. A dour 15 in an hour by Hobson helped to retrieve the situation, but when Hollington was sixth out at 83, it was left to wicketkeeper Lieut. Roger Evans (Achilles) with an uncharacteristic 11 in 43 minutes to edge the score into three figures.

The last three wickets fell to left arm spinner Nigel Scott, brought back specially for the match from Germany, as was

## Cricket

opener Paul Presland, and the innings closed at 110 — the lowest at the Inter-Services for many years.

When CPO John Michels (Nelson) caught and bowled prolific Charlie Clark in his second over, and WEMN Kelson Brooks (Norfolk) bowled seven consecutive maidens, the Army were made to struggle to 32 for three from 19 overs.

Chester flighted his spinners well but bowled too many loose balls. However, at tea he had taken three wickets and the Army still needed 40 with only four wickets in hand.

Makin, a new Army cap, quickly changed all that by striking the ball to all parts of a wide-spread field. Although Chester caught and bowled him, the Army coasted home by three wickets with 16 overs in hand.

Royal Navy 110 (D. Wells 35, G. Wells-Cole 16; A. Naughton 4-27, N. Scott 3-11). Army 114-7 (G. Makin 38; A. Chester 4-44). Army won by 3 wickets.

## Trapped on a sticky wicket

Batting first against the R.A.F. on a spiteful wicket, the Navy slumped to 11 for four from 19 overs. The ball rolled back the top like a carpet, and three batsmen fell to unplayable deliveries.

A staunch revival by Collier (32) and Hobson (29) produced 55 in 13 overs before Hobson holed out just before lunch. Collier followed soon afterwards, but Mike Izzard and Evans put on 46 in 50 minutes. Izzard successfully chanced his arm until he was narrowly run out for 43.

A lusty six in the last over by Brooks helped the Navy to a total of 143 for eight off their 55 overs — never enough on a pitch which had eased considerably under the hot sun.

## LOST LINE

For once, the navy bowlers lost line and length and seldom troubled Mike Barnwell and Dick de Cairies. Although de Cairies (16) was stumped by Evans with the score on 39, the R.A.F. continued to gather runs at a steady four an over without looking in any trouble.

West Indian Alexander was caught for 48, but Barnwell was in complete control and had scored more than half the runs when the Navy total was overhauled with 15 overs to spare. The Navy's bowling, which had looked so good earlier in the season, lacked penetration, and the fielding wilted in the scorching sun.

Royal Navy 143-8 (M. Izzard 43, A. Collier 32, C. Hobson 29). R.A.F. 144-2 (M. Barnwell 73 n.o., D. Alexander 48). R.A.F. won by 8 wickets.

The Army (215-9) won the championship on the final day by defeating the R.A.F. (180-9) by 35 runs. Flight Lieut. Mike Barnwell added another half century to his 73 not out against the Navy to bow out of his last Inter-Service festival in style.

Ten sports in the Royal Navy are to benefit directly from Watney Mann's sponsorship of Services sport. Watneys have undertaken to put £10,000 into the kitty each year for the next three financial years.

Four major Inter-Service competitions are to receive — or have already received — £1,000 each. These are the soccer, athletics and cricket championships and the Combined Services Boxing Association individual championships.

The Combined Services v. Young England cricket match will also be sponsored.

Of the remaining £6,000, each Service has been given £2,000 to use as it sees fit. In the Navy's case, the Director of Naval Physical Training and Sport (Capt. R. J. Wright) has this year allocated £250 each to the:

- Inter-Command badminton championships;
- Navy Cup cricket final;
- Navy and Youth Cup soccer

finals;

- Navy Cup hockey final;
- R.N. and Inter-Command judo championships;
- Navy tennis championships;
- Navy and Inter-Command squash championships;
- Navy and Inter-Command senior and junior swimming championships.

Watney Mann already have links with Services sport, notably through the Naafi Jubilee Cup soccer competition.



## Champions . . .

Meet the Inter-Service ladies foil champions. From left to right they are CWren REG Sue Cobbett, Third Officer Maggie Myers WRNR, POWren Sue Bage and Third Officer Jules White. They won their title at

the Royal Tournament, with Maggie Myers (RNR Cumbria) leading the way to regain her individual title. Sue Cobbett (H.M.S. President) was third in the final pool.

Picture: LWren (Phot) Sterck.

## one and all . . .

Sub-Lieut. Stephen Meredith, a member of the British Under-20 epee squad, won the Wilkinson Sword title of Master Swordsman at the Royal Tournament with all three weapons — sabre, foil and epee.

Sub-Lieut. Meredith beat international modern pentathlete Staff Sgt. Pete Brierley of the Army into second place, and 1980 joint champion, Flight-Lieut. John Crouch of the R.A.F., into third.



Stephen Meredith, now completing a sponsored degree course at Oxford, is joining H.M.S. Wolverton for three weeks in Hong Kong.

## DEVONPORT TO RUN A COLTS XV

Devonport Services begin their rugby season against Public School Wanderers on September 5 having made one of the biggest decisions in the club's recent history.

It was announced at the recent annual meeting of Devonport Services that the club is to run a Colts XV this season, based on the successful Plymouth Command Colts team expanded to include youngsters from the Royal Marines, Army and Royal Air Force serving in the Plymouth area.

Colts for the 1981-1982 season must be under 19 on January 1.

POPT Wayne Davis is to continue as club captain and WO2 Dennis Brown, a former captain, is returning as coach. New club chairman is Capt. Jack Howard from RNEC Manadon.

Training sessions are being held

## Norfolk sets the standard

H.M.S. Norfolk put up the time to beat in a brand new Fleet competition — a 100-mile relay in which each man runs one mile. The Norfolk's race, run during a visit to Bremerhaven, produced a time of 10 hours 27 minutes. Capt. Brian Turner, commanding officer of the Norfolk, later presented a trophy for the new competition to the Fleet Recreation Officer, Lieut.-Cdr. Ron Lang.

## Rugby

at the Rectory from 1700 to 1900 every Monday and Thursday evening. Prospective players can contact the secretary, Lieut. Jon Spencer R.M. at R.M.B. Stonehouse (Plymouth 536329) or the club administrator, POPT Dave Harrison, at the office of FO Plymouth (Plymouth 53777 ext. 43).

● Devonport Services "old boys" are invited to a buffet luncheon before the club's match against U.S. Portsmouth at the Rectory on October 17. Tickets, at £3 each, can be obtained from Capt. J. Jacobsen, H.M.S. Raleigh.

## Money boost for 10 sports

## Boxing

## Roy in training for England

LSA Roy Greenacre, the Royal Navy and Combined Services heavyweight boxing champion, has been called up for training with the England squad.

If, as expected, this is followed by selection for one of England's international matches, Greenacre will become the fourth member of the current Navy squad to be rewarded at this level.

The other three, also called up for squad training, are ABA champions MNE Terry Marsh and SEA Brian Schumacher, and AB Wayne Green.

## FIELD GUN

Greenacre, who fought so successfully last season and reached the England semi-finals of the national competition, has been summering with Portsmouth Field Gun. He was a member of the B team which won the Copenhagen Cup.

● The Fleet novices boxing championships take place in H.M.S. Pembroke from September 29 to October 1.



Cdr. the Prince of Wales, captain of the Royal Navy polo team, is congratulated on winning the 46th Navy-Army Rundle Cup match by Senor Don Jose Ignacio Domecq, whose sherry company sponsors the event. On the right is General Sir John Stanier, C-in-C. UK Land Forces, who had just presented the Rundle Cup to Prince Charles.

Prince Charles scored the winning goal in extra time after the scores had been level at 3-3. The match was played on the Fisher Ground, Tidworth. Other members of the Navy team were Lieut.-Cdr. Robert Guy, Cdr. Colin McGregor and Lieut. Richard Mason.



## Squash

## FRANK'S DOUBLE



CPO FRANK SMITH

New captain of Navy squash is CPO Frank Smith, whose appointment assures him of a unique place in the sport's record books.

Smith, now serving in H.M.S. Birmingham, was the first rating ever to represent the Navy at Inter-Service level, and he is also the first rating to become captain of Navy squash.

Navy squash looks to have an interesting season ahead. There was an unexpected boost for the Navy in the London-based Cumberland Cup competition, with the team being promoted to Division Four following a minor-reshuffle in the league. Last season, the Navy's first in the Cumberland, the side finished third in Division Five.

Another new development ahead is the first Challenge Trophy tournament to be staged in H.M.S. Vernon on December 11-13. This replaces the old ratings' championship and is open to all Service players who have not represented the Navy at Inter-Service level.

Perhaps the biggest acknowledgement to the status of squash in the Navy has been the appointment of PO Alfie Halford as the first

full-time coach. During his first six months in the job he has visited all the Commands and produced some exciting new prospects.

In particular, ME App John Perella, MNE Tim Cahill and AEM Bruce Martins are names to watch for in the future.

Coaching, under the directorship of Lieut. Cdr. Brian Woodgate, is beginning to have some structure, and most Commands have a system in which coaches regularly take sessions. More coaches are needed, however, and PO Halford (H.M.S. Nelson), can give details on how to qualify.

The Under-25 team, coached by Halford, CPO Squires and CPOPT Hall, has not been inactive during the close season, and regular coaching sessions have been punctuated by enjoyable weekend tours in Portsmouth, the Isle of Wight and South Devon.

Some dates for the diary:

- Sept 25-26 — R.N. Under-25 trials (USSC Burnaby Road, Portsmouth).
- November 13-14 — Inter-Commands (CTCRM Lympstone).
- December 11-13 — Challenge Trophy (H.M.S. Vernon).
- January 28-31 — R.N. Opens (H.M.S. Collingwood).
- February 10-12 — Inter-Services (Aldershot).

PO Alfie Halford (rear), the first full-time Navy coach, keeps an eye on Sub-Lieut. Ian Lockwood (H.M.S. Hermes) during a coaching session at the Camden Centre, Portsmouth.

SPORT  
Fourth time lucky for the champ

Lieut. Brian Gibbs R.M., three times runner up in the competition, won the Royal Navy lawn tennis singles championship for the first time with a convincing 6-0, 6-4 victory over Lieut. Trevor Ward at Wimbledon.

A record 110 entries were received for this year's championship and the preliminary rounds were held in Portsmouth. Major upset at this stage was the defeat of top seed Cdr. Brian Taylor by Admiral Sir James Eberle in a long and hard-fought three set match.

Storms on the night before finals day caused the tournament to be concluded on the red shale courts at the All England Club.

In the ladies' singles, Wren Liz Oates beat second seed Chief Officer Jenny MacColl in a gruelling three-set semi-final, but was not consistent enough in the final to stop LWren Hilary Astley-Jones from retaining her title.

The men's doubles final provided spectators with a long and often exciting three-setter, with Admiral Eberle and Cdr. Taylor beating Lieut. Ward and Cdr.

## Tennis

Roy Lane 6-3 in the final set.

## RESULTS

**Men's singles** — Lieut. Brian Gibbs R.M. beat Lieut. Trevor Ward, 6-0, 6-4.  
**Ladies' singles** — LWren Hilary Astley-Jones bt Wren Liz Oates, 6-0, 6-4.  
**Men's doubles** — Admiral Sir James Eberle and Cdr. Brian Taylor bt Lieut. Trevor Ward and Cdr. Roy Lane, 6-3, 2-6, 6-3.  
**Ladies' doubles** — Wren Jenny Fenton and Wren Liz Oates bt Chief Officer Jenny MacColl and LWPT Sue Oldman, 6-3, 6-7, 6-0.  
**Mixed doubles** — Lieut. Rob Bosshardt and LWren Hilary Astley-Jones bt Lieut.-Col. Ben Herman R.M. and Wren Liz Bates, 6-3, 7-5.  
**Junior singles** — Musc. Alan Perks bt WEA/A Cannon, 6-2, 6-2.  
**Junior doubles** — WEM Prescott and MEM Smith bt WEA Little and LCPL Bennett, 6-2, 7-5.  
**Veteran singles** — Cdr. Chuck Baker U.S.N. bt Capt. Ian Chrisop, 6-7, 6-4, 6-0.  
**Veteran doubles** — Cdr. Vaughan Turner and Lieut.-Cdr. David Rowles bt Cdr. Chuck Baker U.S.N. and Lieut.-Cdr. Peter Goodman, 6-2, 4-6, 6-3.

## INTER-SERVICES

The WRNS, favourites to retain their title, narrowly lost to the Army Women at the Inter-Service tournament at Wimbledon on August 3 and 4, but the R.A.F.'s dominance in the men's competition continued unruffled. The R.A.F. recorded their 18th consecutive championship.

In the veteran events, the Army came out on top with the R.A.F. and Navy sharing second place.

● There is to be a coaching course for all players, preferably beginners, in H.M.S. Daedalus on September 26 and 27, and for four weekends after. Details may be obtained from Cdr. A. Spruce in D.N.P.T.S. (H.M.S. Nelson ext. 23995).

## Athletics

## Cullen is 10,000m. champion

CPOPT Andy Cullen (H.M.S. Nelson) won the Navy 10,000m. championship at the Fleet Recreation Centre, Portsmouth, in a time of 32 min. 30.9 sec.

Results of the meeting, which incorporated the Navy decathlon and women's pentathlon championships, were:

**10,000m.** — 1. CPOPT A. Cullen (Nelson) 32:30.9; 2. MT4 J. Stephens (Seahawk) 32:31.8; 3. CPO E. French (Osprey) 33:40.2.  
**Senior decathlon** — 1. LS K. Nutt (Vernon) 5,745 points; 2. PO T. Lewis (Nelson) 5,655; 3. LPT Hall (Heron) 5,132.  
**Women's pentathlon** — 1. LWPT L. Morgan (Pembroke) 2,625; 2. LWPT J. Milton (Heron) 2,407.

## Gibbs 3rd in Service decathlon

MNE Stuart Gibbs, the Welsh junior decathlon champion, finished third in the senior Inter-Service decathlon championships at the Fleet Recreation Ground, Portsmouth, last month.

And with App Tony Bozie finishing fifth, LS K. Nutt sixth, and LPT A. Hall eighth, the Navy ended up in second place overall, nearly 300 points ahead of the R.A.F.

The Army won the individual and team competitions.

## Foxhunters stung at Ferndown

Late July annually takes Navy golfers to Ferndown in Dorset for the 54-hole medal foursomes competition for the Ferndown Fox. It proved a near disaster this year with a mere three shot margin preventing our compulsory relegation, writes John Weekes.

Our first pair was Lieut.-Cdr Malcolm Edmunds (Fisgard) and LCpl Bill Parker (40 Cdo): and they started with a splendid round of 73. This was only two over standard scratch (and par) and could have been better if they could have avoided a horrific eight on the long seventh hole.

Bill was using a one-iron off the tee and hitting it a prodigious distance, but he tried a driver on this occasion and hooked it into an out of bounds ditch. He did

## Golf

not use a driver again all week-end!

They finished with birdies on 17 and 18, both of which measure some 400 yards, and their four-some combination was a pleasure to watch.

Second pair was Lieut. Alan Bray (Daedalus) and LWTR Eddie Comerford (MCM2). They had a most creditable round of 79

and our combined total of 152 put us in fifth place overnight.

On Sunday forenoon Malcolm and Bill had another excellent round of 74. No disasters this time but a lot of recoveries and one memorable four wood shot by Bill of about 245 yards into the middle of the tenth green.

On returning to the clubhouse we found that Alan and Eddie had been in real trouble and finished with a 90. They had been subject to all sorts of misadventures including Eddie having to play from alongside a wasps' nest and being viciously stung for his efforts to hit the ball.

It certainly did not help their play, but even so 19 over par was somewhat discouraging.

## HARD BATTLE

Sunday afternoon was a hard battle and Malcolm and Bill dropped shots with monotonous regularity. They ended with an 80 which could have been far worse. Alan and Eddie did rather better than in the morning with an 87. This was just good enough to put the Navy into 18th position out of 20 teams competing. Since only two are relegated we were narrowly saved, but it was a pity to do so badly after such a start.

Of the 40 pairs who played, Malcolm and Bill came seventh. As the standard is extremely high with a number of scratch golfers present, they did very well. Off days do happen in golf and Alan and Eddie were rightly disappointed in not doing better.

## Bosun days at Daedalus

the event will be used by the R.N. selector as a feeder for the R.N. dinghy trials on September 19-20.

Up to 50 boats are expected at the Bosun dinghy national championships being staged by H.M.S. Daedalus on behalf of the R.N.S.A. on September 12 and 13.

Applications for entry can still be made to Lieut. E. J. Beavis (H.M.S. Daedalus ext. 32), and

## What's on

## SEPTEMBER

- Rowing: Boston Marathon (Boston).
- 5 — Athletics: Relay races and tug of war (Braemar).
- 6-11 — Mountaineering: Joint Services meet (Jundry).
- 11-13 — Kayak: Inter-Services (Nottingham).
- 13 — Cycling: RN circuit races (Le-on-Solent).
- 16 — Angling: Inter-Services, game (Rutland Waters).
- 19-20 — Badminton: RN v. Hants (H.M.S. Sultan); Cycling: 2-day road race (Aborfield).
- 20 — Kayak: Pangbourne (Berks).
- 21-24 — Golf: Inter-Service tournament (RCPGC Deal).
- 22-25 — Sailing: Dinghy championships (Enterprise Class) (Bownmoor).
- 25-27 — Modern Pent: Metropolitan Police pentathlon (Imber Court).

## OCTOBER (1st Week)

- 2-3 — Hockey: RNU21 Inter-Command championships (Portsmouth); Squash: RN v. British Police v. Army A (Ashford).
- 3 — Basketball: RN v. Warminster (A) (Warminster).
- 3-4 — Sailing: Invitation Cup (Enterprise Class) (Barnt Green).



Two naval victors at the COMIBERLANT mini-Olympics held at the national stadium in Lisbon — CPOPT Steve Jones (above), who won the shot, discus and triple jump events, and FCRS John Scalfe (below), on his way to winning the 3,000m.

Winners of the day were the young Portuguese team. The mini-Olympics was organized by CPOPT Sam Weller, who also staged a tri-Service, tri-national swimming gala at the COMIBERLANT pool.





## Allotments: Lists grow

Naval wives have continued to put their names to petitions protesting against the plan to end the Navy's weekly allotment system next February.

At Gosport more than 1,000 names have been gathered, while around married quarters estates in the Plymouth area, where circulation of petitions started later, over 400 names have been collected. Lists have also been circulating in other naval areas, it is understood.

The plan is that the petitions should go to MOD in London in early September.

### LETTERS

Several more letters about the allotment system have arrived at Navy News, including one from a former naval wife, now divorced, who says she relies greatly on it for drawing her maintenance money each week, and doesn't believe she will fare so well when the scheme goes.

In another letter, a serving CPO describes a mishap during his family's initial attempt at banking — resulting in his wife demanding back her allotment book.

But another wife, who has never had an allotment book, tells how she makes the banking system work for her and says she is surprised what "little faith" some wives have in their ability to handle money.

## DIDO HEADS FOR NAVY DAYS

Doing a turn in the Med... that's been the recent lot of the frigate H.M.S. Dido. There were many visits during her two-and-a-half month deployment, but main reason for her presence was as U.K. contribution to the Naval On-Call Force Mediterranean (see report in page 19).

Now the Dido is one of the ships expected to appear at Plymouth Navy Days this year. Both at Plymouth and at Portsmouth there are large collections of ships on view, and many other attractions. The dates — the Summer Bank Holiday Week-end, August 29, 30 and 31.



## Review teams study manning

Work is well under way on planning the programme to implement changes for the Navy due to result from this summer's defence review White Paper. Teams are working in MOD on details of manpower requirements, with a first object of identifying the needs of the future slimmed-down structure.

At the same time it would appear that a number of important decisions will have to be taken before the new structure can be finalised.

As well as dockyard cutbacks, for instance, the defence announcement foreshadowed the closure of a number of shore establishments, as yet unnamed.

It was also announced that a smaller Navy by about 8,000-10,000 by the end of 1986 was envisaged. Natural wastage would help achieve this, it was hoped. However, although the aim was

to minimise redundancies, some might be unavoidable.

### Fairness

The slimming-down exercise, outline of which should become clearer over the next few months, promises to be a highly complex operation, taking in recruiting, training, manning, retention, ship numbers and a whole range of inter-related factors.

It is being carefully planned step by step with the object of maintaining as much fairness as possible to all during what must inevitably be a difficult operation.

## EXETER GETS A TWIN

The guided missile destroyer H.M.S. Exeter has been "twinning" with the British Rail diesel locomotive which bears the name Exeter.

At a ceremony at Exeter St Davids station on August 20, members of the ship's company and sailors who served in the cruiser Exeter of River Plate fame were among those who saw the commanding officer of the present ship (Capt. Jeremy Dreyer) unveil one of the two gleaming brass plaques which have been mounted on the sides of the Class 50 loco.

The plaques, cast in the style of the Exeter badge — a lion rampant, with crown and orb, emerging from the sea — were presented to British Rail by members of the ship's company.

● To mark the silver jubilee of H.M.S. Sultan, British Rail Southern Region have named a new diesel engine after the establishment.

## B.M.A. plea on medics' pay

The British Medical Association is urging the Prime Minister to reconsider the decision to limit the salaries of doctors and dentists serving in the Armed Forces to within the six per cent. cash limit.

The association's letter claims "discrimination," and points out that Service personnel whose pay is dealt with by the AFPRB received an average of more than nine per cent.



## SHIP'S GIFT

● Among the Royal wedding gifts was this oil painting of the minehunter H.M.S. Bronington, the ship the Prince of Wales once commanded. The painting was commissioned by the ship's company and carried out by Tavistock artist Eric Roberts. Admiring it are the Bronington's commanding officer Lieut Roy Clare, who was the ship's first lieutenant when Prince Charles was in command in 1976. With him are LS Taff Reader and PO Dickie Pearman.

Picture: PO(Phot) Radar Thompson

## Alliance opened to public

First stage in raising the wreck of Britain's first submarine will start early in September — as the last Second World War-type submarine to serve in the Royal Navy, H.M.S. Alliance, goes on show to the public.

But a decision to cut the hull of Holland I, which sank under tow to the breaker's yard off the Eddystone in 1913, has been met "with horror" says Cdr. Richard Compton-Hall, director of the Submarine Museum at Gosport.

### 'RIGHT'

The wreck was found in April, lying in 150ft. of water close to the famous lighthouse off Plymouth. "Now everyone's appalled at the idea of chopping her up — but I'm sure it's the right solution," says Cdr. Compton-Hall.

"It's not as though she were a piece of porcelain — she can be welded together again once we've brought her back to the new museum site here at her former base."

The decision was not made solely for convenience of handling — though bringing 100 tons of submarine ashore and overland

180 miles to Gosport was problem enough.

Once removed from the sea, exposure to the air would mean rapid deterioration.

"We have to tow her, still submerged, to a shelving beach at Plymouth. Then she will be cut up, still covered by the water, so each section can be brought out in turn for treatment to arrest corrosion. The sections will be cleaned with high pressure jets by teams

working at speed."

The diving trials ship Seaforth Clansman, which confirmed the identity of the wreck discovered by the minesweeper H.M.S. Bossington, will relocate the Holland I on September 3. Royal Navy divers will pass three hoisting straps around the hull in readiness for the salvage vessel. Date of the lift has not been fixed.

Eventually it is planned to place her on display with the Alliance

at the site of a new submarine museum at Gosport. The Alliance was successfully hoisted out of the water in June and now the public — and the many contributors to an appeal for a permanent memorial to more than 5,000 British submariners who lost their lives in war and in peacetime accidents — will be able to see what they have got for their money.

The Alliance came out of ser-

vice in 1973 and visitors will see her exactly as she looked when last at sea — apart from entry and exit doors cut in her sides to allow easy access.

The Alliance, placed at the end of Haslar Pontoon Road, Gosport, outside H.M.S. Dolphin, opened to the public on August 24 from 9.30 a.m. to 4.30 p.m. daily, except during Christmas week. Admission is £1.20 for adults and 60p for children.

## LIBERTY BELLE

● H.M.S. Arrow slips past the Statue of Liberty as she enters New York harbour. The Type 21 frigate was there as part of the Standing Naval Force Atlantic, which was a main attraction of the city's Fourth of July harbour festival.

